SENTINELS IN THE SKY

(A Saga of PAF's Gallant Air Warriors)





Col Azam Qadri (Retd)
Gp Capt Muhammad Ali

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وَلَا تَقُولُوا لِمَنْ يُقْتَلُ فِي سَبِيلِ اللَّهِ أَمْوَاتٌ ۚ
بَلْ أَحْيَاءٌ وَلَٰكِن لَّا تَشْعُرُونَ ﴿١٥٤﴾

And call not those who are slain in the way of Allah "dead".
Nay, they are living, only ye perceive not.

Al-Baqara, Aya 154

Dedicated to

Air Marshal M Asghar Khan
Air Marshal Nur Khan
&
The valiant Shaheens of PAF

SENTINELS
in the
SKY
(A Saga of PAF's Gallant Air Warriors)

Colonel Azam Qadri (Retd)
Group Captain Muhammad Ali



Birth of the Nation and its Air Force

A unique photograph in the history of PAF, showing two RPAF Airmen hoisting National Colour and RPAF Flag for the first time after independence at RPAF Station Chaklala (now PAF Base Nur Khan)

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Foreword

Air Chief Marshal Tahir Rafique Butt, NI(M), TBt
Chief of the Air Staff, Pakistan Air Force



History of nations is always documented with reference to the heroic deeds and sacrifices rendered by their people, and we have the honour to be one such nation. Since independence we have come a long way in preserving our freedom. We fought major battles as well as thwarted the nefarious designs of extremist elements, who intended to disrupt our peaceful way of life. During all such testing times, the Defence Forces of Pakistan stood like a rock with the nation and defeated the enemy. In this regard, the supreme sacrifices rendered by our great heroes in service to our beloved homeland have always been a source of inspiration for us. We salute the valiant sons of the soil who embraced Shahadat, or returned with pride as Ghazis.

This book 'Sentinels in the Sky' is about those Shuhada and Ghazis, who are our pride, and paying a tribute to them is a proof that we have a living conscience. In fact, every nation needs to look up to its heroes, idealise and glorify them so that the rising generations follow in their footsteps and prepare well to fulfil the requirements of a prosperous and demanding future. As Abraham Lincoln also said: 'A nation that does not honour its heroes will not long endure.'

While efforts were being made by the Pakistan Air Force to collect data about all these valiant men for archives and making documentaries, Colonel Azam Qadri (Retd), came up with the idea of writing a book on PAF heroes. It was,

certainly very heartening that someone from the other Service is interested in writing about the 'Men in Blues'. Indeed, he drew his inspiration from the fact that national heroes are to be celebrated by all alike whether they are from Army, Navy or Air Force; as they fought to help, support and sustain their brothers and sisters during hard times. Patriotism was the cardinal force behind their courageous feats and prime focus was preservation of freedom. Thus, when Alam shot down five enemy planes in one sortie, when Rafiqui; despite jamming of his guns, refused to leave the battle area, when Major Aziz stood firm with his platoon under intense artillery and tank attacks for five days and nights, and when under the command of Commander Zafar Muhammad Khan, PNS Ghazi sank in the deep waters with 92 hands on board; it was not for their respective Services, it was for the country, it was for the nation, it was for the posterity!

It goes without saying that the nation and all rising generations are indebted to these valiant men who saved this precious land of ours by their unparalleled sacrifices. This is the theme that runs through the book – honouring our heroes.

I am sure the readers, both the old and young, while going through the book will take several pauses to wipe their watery eyes, and for taking a deep breath to calm their pounding hearts. And while doing so, pray for those glorious men who have enabled you to live in a free country with your head held high with pride. I wish you all a happy and inspirational reading.

In the end, I would like to appreciate the sincere and dedicated efforts made by Air Marshal Saeed Muhammad Khan, Colonel Azam Qadri, Group Captain Muhammad Ali and all the team members for bringing out this very fine book. I wish you all success and happiness always.

Pakistan Air Force Zindabad
Pakistan Paindabad

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We would like to extend our gratitude to Air Chief Marshal Tahir Rafique Butt, Chief of the Air Staff, Pakistan Air Force, whom we found a visionary, a patriotic and a highly motivated Pakistani, who besides looking at the operational readiness of PAF is also mindful of preserving the history of PAF. It is pronouncedly evident from the interest he has taken in writing of this book and the manner in which he has mandated his under command for the preservation of PAF traditions, history, and bonding between fellow aviators.

We are also extremely grateful Air Marshal Saeed Muhammad Khan, Deputy Chief of the Air Staff (Training) for his unrelenting support from first to last. The book, as it is today, owes a lot to his help and support. We are highly indebted to him for placing the services of his under command at our disposal for this arduous and first-of-its-kind work in nature.

Our thanks are also due to Air Cdre Qaiser Tufail for allowing us to borrow portions of his published articles and extracts from his books for inclusion in this book. We also owe a lot to Gp Capt Hussaini, "The PAF Artist" for very graciously allowing us to use his momentous artwork in our book as well as providing us with a wealth of education and information about the PAF and its heroes. Mr. Rafique Shahzad for providing us valuable data on war veterans. We are also grateful to Gp Capt Usman Ghani, Director PAF Museum Faisal (Karachi), for providing us archive material on war veterans and many unsung heroes of PAF. Gp Capt Rizwan, Southern Air Command, also extended his support in collecting and handing over the data for the book, something that formed the basis of our initial work on the book.

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Mir Zafar Jabar, who lent us moral support and for propelling us with his motivation to carry on with zeal and providing us with a conducive environment and administrative support. Truly a great company and friend.

Ms Sheetal Harris for being involved from the time the book was conceived till its final print. Without her support, we would not have been able to complete this book in this period nor with that kind of accuracy.

Friends, comrades, and men in uniform for their valuable suggestions in making this book see the light of the day

We are also thankful to Gp Capt Jam Ijaz, Flg Off Jamal, GSO Mazhar Cheema, Asstt Amjad, Snr Tech Irfan, Snr Tech Iftikhar, Graphic Designer Zeeshan and Steno Aftab for collection of data on veterans, typing of text and miscellaneous staff work.

Our family members deserve a special mention for bearing with us in our days away from them during writing of this book.

Preface

It may seem odd, particularly to my PAF comrades in arms, to think as to how come a army guy is writing about the Air Force heroes. This was the same question the PAF Chief, Air Chief Marshal Tahir Rafique Butt asked me, when I spoke to him about writing this book. This is a sound assumption. My answer to the CAS and the PAF comrades is that to my mind the PAF heroes deserve the most praise and mention. That in fact has been my motivation about PAF which has brought me to the point of writing a book on PAF heroes. It goes without saying that the performance of PAF during the past Indo-Pak Wars and whenever and wherever called out has been outstanding and for every Pakistani the PAF heroes are truly legendary and praiseworthy. I consider myself fortunate to have been involved fairly closely with the PAF during my years in uniform. While journeying through writing of this book, I got more convinced and inspired by the deeds of the great "Shaheens' and feel highly honoured and pleased to do this work on glorifying our PAF heroes.

I have been writing articles and books before this project, but one thing I assure the readers that I enjoyed writing this book more than perhaps the readers may find it in reading it. The ride along has been rewarding and gave me an in-depth information about our great "Shaheens" and the kind of life our PAF heroes lived and excelled in.

I completed this book about a year ago but was not satisfied with its content as a lot of void was left in its content. On my discussion with Air Marshal Saeed Muhammad Khan, who not only helped in filling up the void and appreciating my singular effort but also offered to put behind the resources of PAF, where required and also offered me the helping hand of Gp Capt Ali, who since has been a mainstay in helping me in completion of this book in its present form.

This renewed and combined effort has instilled a new life and a totally new dimension to the book, the result of which, the readers will find out themselves, after reading it. The book covers the spectrum of our best of the best, the finest "men in blue uniform" the "Sentinels in the Sky".

When Gp Capt Ali and I started our efforts in gaining information and data about the heroes, we were faced with an ominous effort of finding that from the PAF archives and records. It was here that Gp Capt Ali and I consulted Air Marshal Saeed Muhammed Khan that we need to head hunt and find each and every hero or his family members, friends or from wherever we could get information about them.

Our combined efforts bore fruit as both Gp Capt Ali and myself were personally able to meet most of the veterans and their family members to gain firsthand knowledge about their deeds and actions that led to their being decorated. This journey was at times touching and gratifying indeed.

Our endeavour has enabled us to discern in more detail about the lives and actions of the heroes. Finding and tracing the heroes such as an ex Air Chief (Air Mshl Rahim Khan) was an uphill task. A large number of them had literally gone into oblivion.

While bringing on record the gallantry award holders, I have also included those magnificent flyers and men in blue, who made a mark nationally and internationally. I am sure there will be addition of knowledge for those who get to know these great men, who may have somehow, gone unnoticed and unrewarded. Through this book, I want the readers to know them better their great deeds. It must be borne in mind that it is those unsung heroes who have brought glories for Pakistan and kept the national flag fluttering high.

I feel proud to state that the PAF heroes were and will always be the true saviours and defenders of our motherland. As an officer from the "Khakis", I salute my sister service that not only makes me proud but also is a source of pride for the whole nation.

I would like to add here that the work on this book is purely based on our findings and our own judgment about the PAF and its glorious flying men. If anyone thinks that someone may have been overly represented or less represented is not deliberate. If accounts of few have been more detailed or more voluminous is due to the reason that I was able to get more details about them; on the other hand, we were unable to get anything more on those about whom lesser details are covered. The readers will agree that anything written about anyone, without accurate background and authenticity is not called for.

The categorisation, segregation, and separation have also been done for better expression and assimilation of the readers as such order of precedence, seniority or preference has not been my criteria. I would also like to state here that this book only contains the accounts of the "Shuhada" and "Ghazi" decoratees of PAF who were decorated with the awards of NH, HJ, SJ and TJ. This is deliberate as it is difficult to put all the PAF decorates in one book.

Like the good old saying goes, "self praise is no recommendation", so I will shy away from praising the great air force of Pakistan and will let the readers discern into the words of what other people think globally about the PAF.

It gives every Pakistani the secure feeling that while the Army is watching and keeping a vigil across the international borders and internally, the Pakistan Navy is guarding the sacred sea lanes and our coastal areas, the great Shaheens are keeping a watch and a round –the- clock vigil of Pakistani air space with such a fine and efficient air force that truly keeps the aggressors away from our beloved motherland. They are truly our "sentinels in the sky". That's the reason I have named the book

"Sentinels in the Sky"

Col Azam Qadri (Retd)

Author's Note

This book encapsulates the heroic deeds of flyers, who ones ruled the skies, besides acknowledging the valiant courage of the ground crew, who guarded the country they loved and held allegiance to. Through these writings, it extends respect to the magnificent top guns in the flying machines, who wore silver wings; victory rolled, glided, and tail chased at heavens doors, with God as their protector.

It remembers gentlemen of an air force that has been respectful of its traditions, strengthened by its honour and training, unified by patriotism and ever prepared to greet what the futures brings.

The authors of this book have researched the length and breadth of Pakistan, only to find 100 gallant air warriors, to honour and bring back to life, long forgotten and little known sacrifices of officers and airmen who received the highest awards for their first kills and those who paid the price for glory and are no longer. These are the stories of the stars that had come so close to Earth, a recollection of the things that the true defenders did so that others may live.

Worthy of the nation's gratitude are heroes of the Pakistan Air Force like Air Commodore F S Hussain, the prince of pilots, who could perform an inverted slow role just 30 feet above the ground like a loose star that would leave kings flabbergasted while sitting on the edge of their seats. He not only stunned the world with his daredevil aerobatics but also produced gallant air warriors like Rafiqui, Butch Ahmed, M M Alam, Bill Latif to mention some from the distinguished list of heroes, and who set the standards of patriotism and professionalism leaving behind an even stronger, more disciplined service.

When we remember M M Alam for shooting down the most enemy fighters in a single air combat, let it also be known that the man who got the first kill on the morning of 7 Sep 1965 was not a pilot but an ack ack operator, Sher Muhammad, who stood his ground against all odds and brought down an enemy fighter aircraft.

This nation is also eternally indebted to officers like Flt Lt Safi Mustafa, who left behind a young wife he had married roughly two months before leaving for duty in Dhaka, 1971, and a son who was born after he embraced martyrdom. For six long years, she waited for the day Safi Mustafa would return after he had been declared missing in action. Her agony ended only when she learnt that her husband had been taken away from her and their son, who would miss the only man who could possibly tell him the rainbow's secrets and the true reason why the birds sing.

While there are officers sacrificing their lives safeguarding the aerial frontiers of their beloved country there are brave airmen like Cpl Tech Ghazanfar, who picked up a rifle, stood on his post, and shot down an enemy aircraft when everyone else ran for shelter during a bombing run by the IAF.

We also owe our gratitude to courageous widows of PAF who showed great character after the Shahadat of their gallant husbands. Their endeavours later could simply be termed as 'epic' and could surely be taken as the reference guide for the struggling women of our present day society. Mrs Sqn Ldr Ishfaq, Mrs Peter Christie, Mrs Murtaza Malik are some of the many such inspiring women of PAF. We salute them.

This book also pays tribute to the bold fighter pilots of PAF like Sqn Ldr Muniruddin Ahmed who had a slight stammer. However, the last call that his comrades monitored was cool, calm and amazingly without a sign of stammer. 'No 2 is Hit' was the call, which the brave son of Pakistan gave while attacking Amritsar radar during 1965 war.

This book has also brought to light some of the astonishing true stories, never heard of. Some of the PAF officers were amazed once we made a startling revelation that one of our martyrs', Flt Lt Murtaza Malik was buried with full military honours during 1971 War, at Hazrat Nizamuddin Aulia graveyard near New Delhi. The epic story covered in detail would certainly inspire the readers.

These are the 100 gallant men, who exemplify who and what we are. For all the people of this nation and especially the youth who admire created and false heroes, these top guns are the true reasons for being proud above all things to be Pakistanis.

Gp Capt Muhammad Ali

Chapter 1

Pioneers of the PAF

Air Mshl Asghar Khan, HPk, HQA

(Father of Pakistan Air Force)



Name:	Muhammad Asghar Khan
Father's Name:	Brig Rahmatullah
Pak No:	1653
Date of Birth:	17 Jan 1921
Place of Birth:	Tavi, Jammu & Kashmir
Date of Commission:	22 Dec 1940
Date of Retirement:	23 Jul 1965
Honours & Awards:	HPk, HQA

Early Life/Career: Asghar Khan was born at Tavi Jammu & Kashmir on 17 Jan 1921 in a family with military traditions. In 1855, his grandfather, Malik Din Khel Afridi, moved to Kashmir from Tirah valley located in tribal area of NWFP (now KPK). He had four sons of whom his father, Brig Rahmatullah, was the youngest. Asghar Khan was the second among the eight sons and three daughters of Brig Rahmatullah. His father, an outstanding officer of the Royal Indian Army, participated in the WW-II in East Africa. Brig Rahmatullah was a strict disciplinarian and inculcated high standards of morality and character in the personal life of young Asghar.



Asghar Khan completed his early education at Chiefs (later Aitcheson) College, Lahore and joined the Royal Indian Military College at Dehra Dun in 1933, as a first step towards joining the Indian Army. After successful completion of six years training at Dehra Dun, Asghar Khan took the entrance examination in Delhi for selection to join Indian Military Academy. He was among the twelve brilliant students from the entire sub-continent who were selected for training at IMA. After one and half years of training, he graduated in Jan 1940 and was commissioned in the 9 Royal Deccan Horse. He would have dearly loved to become a fighter pilot but at that time the size of the RIAF remained frozen and no new entries were contemplated. As soon as



the gates of the RIAF were opened soon after the outbreak of WW-II, Asghar Khan, in pursuit of his dream to become a fighter pilot, was seconded to the air force on 22 Dec 1940. His air force training started with a short period at the Initial Training School at Walton, Lahore. It was followed by three months at the Elementary Flying Training School at Begumpet in Hyderabad Deccan, where Pilot Officer Asghar learnt to fly the Tiger Moth, a small bi-plane trainer. After Begumpet, he went to Ambala to fly the Hawker Audax, also a bi-plane, which was used for advanced flying training in RIAF at that time.

Days of War: In 1942, on completion of the training at Ambala, he was posted to No 3 Sqn of Royal Indian Air Force located at Peshawar. The Sqn was equipped with Hawker Audax and Westland Wapiti aircraft. After some time in Peshawar, he moved to Kohat and Miranshah in Waziristan, where the air force was required to support the army in operations against the tribesmen in North and South Waziristan. After two years at Peshawar, Kohat and Miranshah, he was posted to No 9 Sqn of Royal Indian Air Force as Flt Cdr. The Sqn was deployed at Arakan, Burma to participate in WW-II. The flight under the command of Flt Lt Asghar Khan was employed in bombing and strafing Japanese ground positions. He continued to play his role in providing air support to the army till the end of the war in 1945. After the war, Sqn Ldr Asghar took over the command of No 9 Sqn and moved to Ranchi.



Historic Meeting with the Quaid: About this time, Indonesians led by Soekarno were fighting for their independence from the Dutch. Soekarno requested Asghar Khan to join them in their fight for freedom. Before deciding to help the Indonesians, he thought that he should seek advice from none other than the Quaid himself. It was a cold Nov morning in 1945 when he first met Quaid-e-Azam Muhammad Ali Jinnah at Safdar Jang Airport in Delhi, who was leaving for a historic visit of Peshawar. Sqn Ldr Asghar Khan went up to the Quaid to seek his advice, who replied with conviction that Pakistan would be made and that when we would achieve independence we would need an effective air force with young officers like Asghar Khan to build it. The meeting with Quaid was nostalgic; it left no doubt in his mind about the creation of Pakistan. He therefore decided to stay in RIAF and wait for the chance to serve the nation.

A Rare Feat: Whilst doing Fighter Leaders' Course in UK in 1946, Asghar Khan became the first Indian Air Force officer to fly a jet fighter aircraft—a Gloster Meteor Mark III, the only jet of that time. As a result, his name entered the annals of world history on 20 May 1946. On his return from UK, he was posted as the Chief Flying Instructor at the Advanced Flying Training School at Ambala where he remained till Independence.

Asghar Khan Opts for Pakistan: Two sovereign states of Pakistan and India came into existence on Aug 14 and 15, 1947 respectively. Wg Cdr Asghar Khan was appointed as the member of air force sub-committee from RPAF, headed by

AVM Perry Keene, to finalise the distribution of defence assets of undivided India. After a considerable heated debate, a compromise was reached to split the air force assets in a ratio of 7:3. However, while practically distributing the resources, the lion's share of military assets went to India owing to her hostility against the newly born Muslim nation. RPAF was denied even the officially agreed small portions of weapons and equipment allocated by the departing British as the legitimate share of Pakistan. The RPAF got just 16 fighter aircraft at its foundation.

Kashmir War: Within three weeks of independence, India illegally began airlifting troops into the still uncommitted Muslim-majority state of Kashmir, and coerced its Hindu Maharaja into acceding to India in Oct 1947. This sparked off the first war between Pakistan and India and a spontaneous revolt by the Kashmiri people. The conflict demanded from Pakistan's young air arm round-the-clock effort to airlift and airdrop badly needed supplies to the Pakistani troops. Wg Cdr Asghar Khan, who at that time was commanding the PAF Flying Training School at Risalpur, responded to the call and actively remained involved in supporting the operations in Kashmir. He assisted these operations by transporting individuals and supplies to Gilgit in Harvard trainer aircraft and later in DC-3 Dakotas.

A Daring Mission by Asghar Khan: Ten days had gone by since the last supply dropping sortie on 4 Nov 1948. A radio warning system was installed at Chilas, Gilgit and Skardu so that PAF aircraft in flight, at least, could be given a running commentary of all enemy aircraft movements in the operational area in secret code. But our pilots were not yet quite trained to visit the dropping zones at night and the demands for supplies were rather pressing. It was not until the night of 17/18 Nov 1948 that the first Dakota set out on the hazardous mission: the pilots were Wing Commander M. Asghar Khan and Squadron Leader (later Group Captain) M.J. Khan. Heartened by the success of this sortie, two more sorties were made the same night. The beginning was made and night supply operations continued regardless of the perils. On another occasion during war, a mortar barrel was transported from Risalpur to Gilgit, on a Harvard aircraft, on the orders of Wg Cdr Asghar Khan. These operations proved successful and eventually halted further advance of the aggressors. His brother, Major Aslam Khan was also fighting the Kashmir War. Later in war, he played a key role in capture of Muzafarabad and is regarded as the liberator of Kashmir. The operations continued till mid-night of 31 Dec 1948 when 'ceasefire' was enforced by the Security Council. Indian Air Force fighter aircraft were restricted to their own side of the cease-fire line and the skies above the Azad Kashmir territory and Gilgit Agency became clear for PAF's mercy mission to operate freely.

Quaid's Historic Visit to Risalpur: 13 Apr 1948 was not only a memorable day in the life of Asghar Khan but also was a remarkable one in the history of RPAF. On this historic day, the Father of the Nation was received by the would-be Father of PAF during a passing out parade held at RPAF Training School Risalpur. It was this remarkable day when the Quaid, while addressing the officers and cadets of PAF, uttered these golden words, which have become the beacon of guidance for the rank and file of PAF to date. He said, "A country without a strong airforce..… second to none." Enchanted by the charismatic personality of the Quaid, Wg Cdr

Asghar Khan took each and every word of the speech earnestly and history later proved that he, as the Father of the PAF, made tremendous efforts to modernise the PAF, and played a key role in truly making it "second to none".

After completing the historic tenure at Risalpur, he went to RPAF Station Peshawar to command the Fighter Bomber Wing and later was given the command of No 1 group of PAF in Feb 1949. Afterwards he was selected for a staff course at RAF Staff College at Andover, UK. On his return from UK, he was posted as ACAS (Admin) at AHQ Masroor in Karachi and later became ACAS (Ops) in 1951.

At the Helm: The name of Asghar Khan once again entered the annals of world history when he was appointed as the first Muslim C-in-C of PAF on 23 Jul 1957, at



Wg Cdr Asghar Khan (first from left) receiving the Quaid at RPAF School, Risalpur in 1948



Wg Cdr Asghar Khan (centre) as OC PAF's First Group (1950)



AVM Asghar Khan addressing PAF personnel after taking over the command of PAF (1958)

the age of 36, the youngest Air Chief to date. With the vision of the Quaid in mind, Air Marshal Asghar Khan embarked upon a comprehensive strategy to modernise PAF by inducting state-of-the-art aircraft of that time and developing modern infrastructure.

Air Marshal Asghar Khan was a resolute commander and a visionary leader who believed in leading from the front. He knew the requirements of a potent air force and started to induct modern weapon systems into PAF. There were new developments everywhere. New air bases were being established; the first air defence radar was installed at Badin, and PAF was rapidly setting up its own advanced flying and technical training institutions. New generations of post-independence youth were gaining skills and confidence under their Pakistani squadron and wing leaders. The visionary leadership of Air Marshal Asghar Khan transformed PAF into a modern air force with the induction of new jet fighters, bombers, trainers, transport aircraft, and helicopters. The old fighter squadrons were gradually re-equipped with jet aircraft and many new ones were established. Under this first Pakistani Commander-in-Chief, the modernisation was extended to the PAF's organisation and consolidation into a purposefully designed force that could meet the new challenges to national security.



Air Marshal Asghar Khan began a continuing quest for professionalism in all air and ground units and gradually replaced the WW-II styles of command

and leadership. He chalked out a comprehensive training program for the pilots of PAF and their training abroad. The engineering, logistic, and administrative officers under a new concept at the same time were leading the PAF technicians into delivering unprecedented serviceability rates and efficient management of all resources.

During his command, PAF inducted a wide spectrum of aircraft from USA, which included state-of-the-art F-86 Sabres, T-33 Jet Trainers, T-37 Tweety Birds, B-57 Bombers, formidable F-104 Star Fighters, and ubiquitous C-130 Hercules aircraft. Air Marshal Asghar Khan also launched the fighter training programs and combat courses to train fighter pilots in modern air warfare. He had clearly visualised and laid down the operational doctrine for the nation's air arm and all its personnel were trained and judged against the highest adoptable professional standards. The gazette report published by the Govt of Pakistan in 1958 highly appreciated the performance of PAF under the able leadership of Air Marshal Asghar Khan. The report revealed that during 1957-8, PAF had the lowest accident rate ever. The report stated "The fact that the service could undertake such a large conversion/induction program with a simultaneous reduction in overall accidents speaks well of the success of PAF".

Under the dynamic leadership of Air Mshl Asghar Khan, PAF not only accomplished the modernisation plan but also emerged on the global arena as the common wealth's youngest and professional air arm. The operational efficiency attained by PAF pilots on the newly inducted aircraft proved during a number of flying demonstrations arranged for visiting foreign dignitaries. On one such occasion on 2 Feb 1958 King Zahir Shah of Afghanistan, during his visit to Pakistan, witnessed the thrilling aerial aerobatic display by PAF at Masroor. On this historic day, a formation of 16 F-86 fighter aircraft performed a loop during an aerial display, thus making an enviable world record.

The PAF not only brought laurels to the nation in the realm of aerial displays and demonstrations but also proved its mettle in actual air combat with the enemy. In 1959, an F-86 pilot shot down a high-flying Indian reconnaissance Canberra bomber intruding into Pakistani territory. It demonstrated the high state of preparedness of the PAF under his dynamic leadership.

Air Mshl Asghar Khan focused on the infrastructure development of PAF as well. He has been credited with many 'First' in the history of PAF. Although the list of his outstanding achievements as Commander-in-Chief of PAF is long, some of the most significant ones do deserve a mention, which include the following:

- Establishment of Fighter Leaders' School (later CCS) in Jun 1958
- Introduction of Monthly Air Staff Presentations in Jul 1958
- Establishment of PAF Air Staff College at Karachi in Jan 1959
- Induction of Sabre aircraft
- Formation of Inspectorate team at AHQ in Jan 1959
- Establishment of PAF's first maintenance unit at Drigh Road in Jan 1959
- Installation of first high-powered radar at Badin in Nov 1959
- Induction of B-57 aircraft into fleet of PAF in Nov 1959

- Establishment of Ski & Snow Survival School at Kalabagh, Nathiagali in 1960
- Formation of SOC (North) at Sakesar in Jul 1960
- Induction of Star Fighter F-104 in Mar 1961
- Establishment of new Bases at Sargodha and Samungli
- Formation of No 31, 33, 34 and 35 Wings in PAF
- Introduction of GCA system in PAF in 1961
- Formation of Airfield Construction Squadrons in Jan 1962
- Establishment of School of Physical Fitness and PAF's first Printing Press
- Induction of T-33 and T-37 trainer aircraft in Feb 1962
- Introduction of the Concept of Inter-Squadron Armament Competition and Annual Flight Safety Trophy
- Establishment of No 3 (Transport Conversion School), No 7, 8 ,16, 17, 18, 19, 20, 23, 24 Squadrons
- Induction of C-130 Hercules into the fleet of PAF in Mar 1963
- Establishment of No 32 Wing in Jul 1964
- Establishment of College of Aeronautical Engineering in Mar 1965
- Establishment of PAF Model School (later became Fazaia) in Apr 1965

Thus, years after years, PAF excelled in quality, skill, efficiency, and enthusiasm under his visionary command. It remained abreast of time, equipping itself with modern weapon systems, so that its men and material could be pressed into the service of the nation whenever and wherever required. He is also credited with



Inspecting the guard of honour at RAF Headquarters, UK



Air Mshl Asghar Khan (sitting in centre) along with the fighter pilots of No 9 (F-104) Squadron



'Leading from the front'-Air Mshl Asghar Khan poses with an F-104, after leading a 'Pakistan Day Parade fly past' (1962)

making the first operational doctrine of PAF, which proved its worth later during 1965 War. Air Mshl Asghar Khan, the Father of PAF, retired from service on 23 Jul 1965, leaving behind the legacy yet to be filled.

After leaving air force, Asghar Khan was employed at the Ministry of Defence (MoD) and was appointed as the President of the national flag carrier, the Pakistan International Airlines (PIA). Asghar Khan also flew commercial aircraft and obtained a commercial pilot licence after passing the exam from Federal Aviation Administration of the United States. Asghar Khan introduced new uniforms for cabin crew of PIA, which earned words of admiration at domestic

and international airports. During his tenure, PIA achieved lowest aircraft accident rate and highest net profit and emerged as a formidable competitor in the world airline business. Despite the government's urge to extend his tenure, Asghar Khan took retirement and left PIA in order to start his political career in 1968.

Air Marshal Asghar Khan has also authored 13 books after his retirement from PAF. The most prominent among them include 'We've Learnt Nothing from History', 'Pakistan at the Crossroads' and 'Generals in Politics'.



Family Details: Air Mshl Asghar Khan married Amina Shamsi in 1946, when he was serving at RIAF Station, Ambala as Chief Flying Instructor. The couple is blessed with two sons and two daughters. The eldest Omar born on 3 Jul 1953 was a highly talented man. A graduate of Cambridge University, he later became a minister in Pakistani cabinet in 2000. Unfortunately, he died young, aged 48, under mysterious circumstances on 24 Jun 2002. Air Mshl Asghar's younger son Ali Asghar is an architect by profession. He got his professional education from the Royal Institute of British Architects, UK. Later, he joined politics. All his daughters are married and happily settled at their homes.



Wg Cdr & Mrs Asghar Khan at Risalpur (1948)

A Tribute: PAF is very lucky to have a man like Air Mshl Asghar Khan as its founding father. A man of sterling character, great humility, outstanding professionalism, and unflinching determination transformed the nascent air force into a formidable force to be reckoned with. He truly made the PAF, 'Second to None' as envisioned by great Quaid some sixty-seven years ago.

The entire PAF owes him profusely for the countless contributions he made for this great service; owing to his great achievements, he would truly be regarded as the 'Father of Pakistan Air Force' for the times to come.

Air Cdre F S Hussain, SBt, TPk

"Prince of Pilots"



Name:	Fuad Shahid Hussain
Pak No:	3002
Father's Name:	Shaikh Shahid Hussain Qidwai
Date of Birth:	20 Jul 1924
Place of Birth:	Lucknow, India
GD(P) Course:	RIAF Entry
Date of Commission:	4 Sep 1944
Date of Demise/Burial:	9 Apr 1969/Lahore
Honours and Awards:	SBt, TPk

Early Life/Career: Born in a noble family of Lucknow, his father Shaikh Shahid Hussain Qadwai was a respected Taleqdar of Ghadia district in India. F S Hussain was the youngest in the family of six children. After receiving early education from reputable La Martiniere College, Lucknow, F S joined Royal Indian Air Force on 4 Sep 1944 in the Flying Branch as a promising young fighter pilot. At the time of partition, F S was among those few Muslim officers who opted for Pakistan. He joined No 5 Sqn of Royal Pakistan Air Force, formed on 15 Aug 1947 at Peshawar and equipped with Tempest aircraft. The Sqn produced airmen of very high capability, and can rightly take pride in being a squadron of heroes. As a young fighter pilot at the sqn, F S proved his true mettle and soon emerged as the pioneering aerobatic pilot of RPAF. Owing to his exceptional flying skills in early career, he was selected for a prestigious course at UK.



A Rare Honour: In Apr 1949, Flt Lt F S Hussain won the first position in the Pilot Attack Instructors' Course at Central Gunnery School at Leconfield, UK. He also set a commonwealth record in air-to-air shooting. The Commandant of the Central Gunnery School had this to say about him, "This officer who is a member of the Royal Pakistan Air Force, for combat flying is outstanding in every way. He achieved the finest result in the air ever experienced in the Central Gunnery School,



Leconfield, England." F S Hussain also had a unique honour to perform solo aerobatics at the Coronation Ceremony of Queen Elizabeth II. His daredevil performance at the ceremony enthralled the large crowds and rendered them awe struck until the end of ceremony. After witnessing the heroics of young F S in aerobatics, Air Chief Marshal Lord Tedder, the then C-in-C of RAF, said, "A generation of pilots is yet to be born, who will try to achieve the standards already perfected by Flt Lt F S Hussain of the RPAF."

Heroic Performance at Home: At the national level, F S was a flying genius. As a young Flg Off, he participated in the first aerial display of RPAF held on the first Pakistan Day of young nation at Lahore on 21 Mar 1948. F S Hussain was the star of the show and stole the hearts of young nation with his daredevil manoeuvres. It was the breathtaking, often heart stopping, recklessness with which he used to do a slow roll or an inverted run literally at treetop height. The aerobatic display included crazy flying on a Tiger Moth, formation flying on Harvard and a thrilling tail chase on 2 Tempests in which, as the No 2, F S Hussain proved himself as an aerobatic maestro. F S did not stop there. He followed up a few months later with a solo aerobatic display in a Fury aircraft in honour of Shah of Iran on 12 Mar 1950 at Risalpur. The Shah, an amateur pilot himself, was so impressed with Hussain's polished manoeuvres executed incredibly close to ground that he directed his accompanying court poet to write a poem in Hussain's praise. While the RPAF as a whole continued to win public acclaim with its spectacular air displays, F S individually would become a living legend in the years to follow, and low level and highly dangerous aerobatics would become synonymous with his name. On 15 Aug 1950, an air display was held at PAF Base Drigh Road (now Faisal) in aid of the RPAF Benevolent Fund. This stunning air display, the first of its kind at the then capital Karachi, was also witnessed by the Prime Minister and his cabinet along with 150,000 people. The entire crowd was mesmerised to see the flying genius in action. One of the best items of the air display was the amazing aerobatics by a Fury Fighter, piloted by Flt Lt F S Hussain who dived at 450 MPH, rolled at precariously low altitude, and then climbed with his aircraft upside down.





Flt Lt F S Hussain (centre) with ferry pilots of Super Marine Attacker at UK

Illustrious Career: In Nov 1951, F S took over as Sqn Commander of No 5 Sqn and on 12 Feb 1952 received the Perry Keene Inter Sqn Armament Trophy from C-in-C, AVM L W Cannon. F S Hussain was also among the pioneering pilots who played a key role in the induction of PAF's first jet aircraft, the Attacker. He was the commander of the team that was tasked to ferry the three brand new Attackers from UK to Pakistan. It was a great challenge, which F S Hussain accomplished with great professionalism. The ferry route selected by him was via Istres (France), Malta, El Aden (North Africa), Nicosia (Cyprus), Baghdad (Iraq) and Karachi. The route was challenging; however, he prepared meticulously and trained his ferry pilots well. The ferry flight was a great success and all the aircraft reached Drigh Road (now Faisal) base safely, where they joined the No 11 Sqn. He initially took over as Flt Cdr in No 11 Sqn and was soon considered an authority on the state-of-the-art modern fighter aircraft. As a master of Attackers, he played a pivotal role in operationalising the new system in record time. In 1952, while under his command, No 11 Sqn formed an aerobatic team with a curious name "The Paybills". It also happened to be the call sign of the sqn. This was the PAF's first jet aerobatic team led by none other than FS Hussain.



Air Cdre (then Sqn Ldr) F S Hussain, along with Mr Chou en Lai, the great leader of China, after performing solo aerobatics at PAF Station Drigh Road, Karachi (1956)

F S Hussain once again shot to fame on 22 Dec 1956 when he enthralled the Karachi crowd with his trademark slow roll and inverted pull up at low level. The great leader of China, Mr Chou en Lai who was on an official visit to Pakistan for the first time witnessed these dazzling aerobatics. The premier was so fascinated that he requested the President of Pakistan to meet F S Hussain in person to admire his heroics. 2 Feb 1958 was a red-letter day in the history of PAF. On this momentous day, for the first time a formation of 16 fighters (F-86 Sabres) performed a loop during an air display held at Mauripur in honour of King Zahir Shah. Gp Capt F S Hussain, being the OC Flying Wing of Mauripur, played an instrumental role in the orchestration of the great show. The famous Flight Magazine of UK published a special feature on the historic aerial display.



In recognition of the great services rendered by F S Hussain, he was honoured with the prestigious command of PAF Base, Mauripur (now Masroor) in 1961. During three long years of his command, the Base excelled at all levels and proved its worth in 1965 War. Although the list of achievements in the illustrious career of legendary FS Hussain is long, one thing, however, is for sure that he would be remembered for one outstanding contribution which he made to PAF. The honour of training a brigade of promising fighter pilots for PAF would remain the hallmark of great F S Hussain. Great warriors like MM Alam, Alauddin, Yunus,



The Flying Genius surrounded by his devotees - Sqn Ldr M M Alam (2nd from left), Sqn Ldr Nazir Latif (2nd from right), Flt Lt Saif-ul-Alam (3rd from right)



Air Cdre (then Flt Lt)F S Hussain in the cockpit of Super Marine Attacker



Gp Capt F S Hussain during 1965 war at Sargodha



Air Cdre (then Sqn Ldr)F S Hussain flying the Sabre fighter aircraft (1958)



Air Cdre (then Sqn Ldr)F S Hussain (5th from left), Sqn Cdr of No 5 Sqn, along with pilots after winning the Perry Keene Inter Sqn Armament Trophy on 12 Feb 1952



Air Cdre Rahim Khan (later retired as Air Mshl and C-in-C, PAF) and other PAF officers escorting the casket of Air Cdre F S Hussain for his final journey (1969)



Smartly turned out PAF contingent offering gun salute to the 'Prince of Pilots' at Lahore



Air Cdre FS Hussain (sitting first from right) along with his family

Muniruddin, Sarfraz Rafiqui, Saif ul Azam, Bill Latif and many more learnt the art of fighter flying from great F S Hussain. Later, they all emerged as the top class fighter pilots of PAF during Indo-Pak wars. To them, F S Hussain was a mentor, a teacher and above all a great human. All of them held FS in high esteem and always tried to mirror the maestro in their outstanding fighter flying careers. During the testing times in 1965 War, FS Hussain was a senior commander at AHQ and made a valuable contribution to devising air strategy against enemy air force, which did achieve decisive and precise results.

End of the Hero: Towards the end of his illustrious career, Air Cdre F S Hussain was serving as Assistant Chief of the Air Staff (Training) at AHQ. The legend breathed his last on 9 Apr 1969 at Peshawar. He was laid to rest at Lahore with full military honours and his funeral was attended by a large crowd representing various walks of life. The flying maestro departed, leaving behind his exploits in air displays and aerobatics engraved in PAF history. He represented the first generation of PAF fighter pilots whose rich legacy has been emulated in spirit and action by the succeeding generation of PAF fighter pilots. The legacy of "Prince of Pilots" would continue to live in the hearts of the budding fighter pilots of PAF for all times to come.

Family Details: F S Hussain married Zareena Begum. The couple was blessed with two children. His daughter Ambreen recently died of serious illness while his son Zahid Hussain is a successful businessperson settled at Lahore.



F S Hussain with his beloved daughter Ambreen

Air Cdre Władysław Turowicz, SPk, SQA, SI(M)



Full name:	Władysław Józef Marian Turowicz
Pak No:	888
Date of Birth:	23 Apr 1908
Place of Birth:	Zubir, Siberia, Russia
Date of Commission:	28 Dec 1948
Date of Retirement:	30 Mar 1967
Demise/Burial:	8 Nov 1980 (aged 72)/Karachi
Citizenship:	Pakistan
Nationality:	Poland
Honours and Awards:	SPk (1965), TPk (1967), SKh (1967), SQA (1971), SI (1972), Abdus Salam Award in Aeronautical Engineering (1978), ICTP Award in Space Physics (1979)

Early Life/Career: Władysław Turowicz was born in 1908, at a time when Poland was still partitioned between Tsarist Russia, Austro-Hungary, and Germany. His father was involved in the construction of the Trans-Siberian Railway linking Europe with the Pacific coast, and it was only as a teenager, after the family had fled from Soviet Russia during the civil unrest that followed the Oct Revolution that he eventually came to live in the newly resurrected Polish State. He was always passionate about flying and had collected different models of aircraft in his early days. In pursuit of his passion, he moved to Warsaw where he attended the most prestigious engineering institute, Warsaw University of Technology (WTU) in 1920, majoring in aeronautical engineering; upon graduation, he received his PhD with honours in 1926. While at Warsaw University of Technology, Turowicz joined and became a pioneering member of Aeroklub Polski (better known as Polish Aero Club) where he had privileged to study and work with noted Polish engineers to the field of aerospace engineering. A distinguished member of Polski Club, he had an opportunity to study and work with Ryszard Bartel, Jerzy Drzewiecki, Henry Millicer. It was here at the Aero Club that Turowicz met his future wife, Zofia Turowicz, with whom he would have 4 children. In addition, he completed an MSc in astro-dynamics in 1927 from the same institution. He joined the Polish Air

Force as an aeronautical engineer and fighter pilot, but later migrated to United Kingdom where he joined the Royal Air Force in 1930 as a reservist Polish pilot.

Participation in WW-II: When WW-II broke out in Sep 1939, he was serving in Polish Air Force. His unit was given orders to disable their aircraft (in order to prevent their use by the enemy), and to cross over into Romania, which at that time was a neutral country. There the authorities interned them, and it was in the internment camp that his fiancée located him while acting as a courier for the Polish Embassy in Bucharest.

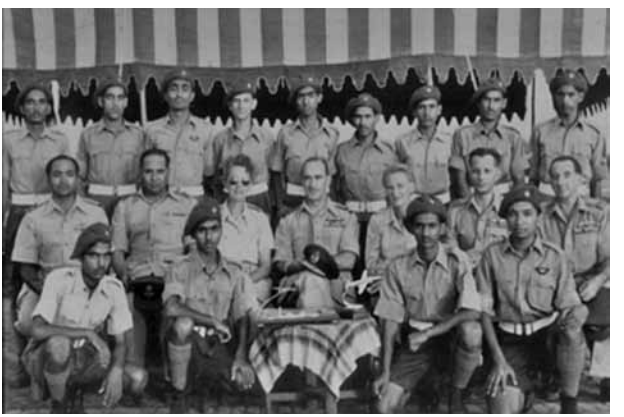


Air Cdre Turowicz receiving PM Nazimuddin at Peshawar

The interned Poles eventually filtered out of the internment camps and most of them made their way to France, where they regrouped under the command of General Sikorski. Władysław Turowicz and his bride were posted in separate units, and when France fell, they made their way separately to Great Britain (he by way of North Africa, and she by fishing boat across the English Channel.) In England, the Poles served in the Polish Arm of the Royal Air Force, and contributed substantially to the air defence of Britain. Władysław was not accepted as a fighter pilot because of weak eyesight, but he flew transport planes and as a test pilot, besides working in maintenance and development.

The new world order that followed the end of the war in 1945 meant that Poland remained firmly entrenched in the Soviet sphere of influence, and with the installation of a Communist Government, many of the Poles who fought with the Allied Forces decided not to risk returning to their country until a political change appeared possible. Turowicz worked at the British aircraft-manufacturing set-up at Farnborough in the UK, but he wanted to leave Britain.

Turowicz joins RPAF: When Pakistan High Commission in London announced a need for trained technicians and pilots to replace the British personnel who were leaving after Independence, he was very glad to volunteer. He came to Pakistan in 1948, together with a group of about 30 other Poles, all on a 3-year



Air Cdre (then Sqn Ldr) Turowicz (2nd from right sitting) along with members of University Air Sqn at Karachi

contract with Pakistan Air Force. He was initially based in the Technical Training Section (TTS) at Drigh Road, and his wife served as a civilian gliding instructor for the Shaheen Air Cadets, under Flt Lt Z Mikulski, whose wife was also a noted glider pilot and instructor. Several other Poles were posted in Air Force bases at Peshawar and Chaklala, and in 1952, Turowicz, in the rank of Wing Commander, became Station Commander of PAF Chaklala.

Turowicz felt very comfortable in Pakistan. Apart from his professional immersion in the field of aeronautics, Turowicz other interests included bridge and "shikar", both of which he was able to indulge to the full in this country. Zofia, his wife, had begun teaching Mathematics at the Karachi American School, and was also able to pursue her artistic interests. They had made many friends, and in 1961, they obtained Pakistani citizenship. Two more children were born to them after their arrival in Pakistan, and all four children received their education at various schools around the country.

Career in PAF: From 1955 to 1957, Turowicz served as Station Commander PAF, Kohat. In 1959, he was promoted to Gp Capt, then in 1960 to Air Cdre, and joined AHQ, as Assistant Chief of the Air Staff (Maintenance), one of the three ACsAS reporting to the Air Force C-in-C. AHQ was shifted from Mauripur to Peshawar, but the family decided to stay on in Karachi for the children schooling. Turowicz was living in bachelor quarters in the Officers' Mess in Peshawar, and he would visit Karachi whenever possible, while the family would join him during the school vacations.

During the Sep 1965 War with India, supplies of spare parts from the US were stopped, and Turowicz ensured that aircraft readiness did not suffer by organising locally produced substitutes. He was awarded T Pk, and later SI(M) and S QA .



Air Cdre (then Wg Cdr) Turowicz *(2nd from Right) with other officers (1954, Chaklala)*



Air Cdre (then Wg Cdr) Waldyslaw Turowicz (2nd from Right) with Air Mshl Asghar Khan

After rendering long and illustrious service to PAF spanning several decades, he retired in 1967 and was appointed Executive Director of SUPARCO.

Pakistan's Space Program: In 1966, Government of Pakistan transferred him to SUPARCO, Pakistan's national space agency, where he worked as a chief scientist and an aeronautical engineer. He along with a noted Pakistani theoretical physicist, Dr. Abdus Salam, who later won the Nobel Prize in Physics in 1979, met with President Ayub Khan where he successfully convinced him of the importance of a space program for a developing country like Pakistan after Russia's launch of Sputnik. He along with Dr. Salam travelled through to the United States to reach a space-cooperation agreement. He successfully convinced the United States Government to invest and train Pakistani scientists in the field of rocket technology.



As Head of SUPARCO: Turowicz was appointed Head of SUPARCO in 1967 by Government of Pakistan. As administrator, he revitalised and initiated the space programme as quickly as possible. As a noted aeronautical engineer, Air Cdre Władysław Turowicz upgraded Somiani Satellite Launch Centre in which he was responsible for installing Flight-Test Control Command, Launch Pad Control System, and System Engineering Division. Turowicz started a project for the fabrication and launch of a Pakistani satellite. As a result, Pakistan mastered the field of rocket technology by the end of the 1970s. He also set up Educational Engineering Institute at SUPARCO.

Later years: His later years were shadowed by pain and disability caused by a spinal injury probably incurred during a motorcycle accident during his student days. In the summer of 1970, after retirement from SUPARCO, he visited Poland for the first time since the war, and was reunited with his sister in Warsaw. He also attended a spinal rehabilitation clinic there, but despite treatment, his condition deteriorated and on his return to Pakistan, he was eventually confined to a wheelchair, and later became bed-ridden. His increasingly limited freedom of movement was a source of a great deal of frustration, since his mind remained active and alert to the end. However, he managed to radiate a cheerful and positive outlook throughout his years of confinement.



Mrs Zofia Turowicz in the cockpit of a glider, imparting flying trg to UAS members at Karachi (1954)

The Sad Demise & Legacy: Air Cdre Turowicz met a car accident on Jan 8, 1980 along with his driver. He was quickly taken to a military hospital where he was pronounced dead. He was buried in the Christian Cemetery in Karachi with full military honours. Consul General of Poland in Karachi Mr. Kazimierz Maurer along with Pakistani military and civilian personnel attended his funeral in Karachi. The Government of Pakistan issued a condolence letter to his family, stating that Turowicz was not only an outstanding Air Force officer but also a scientist, and had served in the country's space program.

Family Details: Zofia, Turowicz's wife, and his two daughters joined him in Karachi in 1949, where a third daughter was born. Between 1950 and 1954, Zofia taught gliding to the Shaheen Air Cadets in Karachi and Rawalpindi. Two of his daughters married Pakistanis while the third daughter married a Bangladeshi. His widow, Zofia Turowicz, who died in 2012, was awarded the Pride of Performance and SI, and taught applied mathematics and particle physics at Karachi University. Turowicz's son is currently working at SUPARCO as an aerospace engineer and chief scientist.

Honours and Recognitions: In 2005, PAF Museum Karachi placed a memorial plaque in honour of Air Cdre Władysław Turowicz in a ceremony where both Polish and Pakistani civilian and military personnel were present. On this occasion, the Consul General of the Republic of Poland in Karachi Ireneusz Makles profoundly thanked PAF officers for their efforts to make this memorial a reality.

Honorary Monument: Two monuments have been erected in recognition of his meritorious services to the nation: one in Karachi at PAF Museum and the other at Władysław Turowicz Space Complex (SUPARCO), Lahore.



Mrs Zofia Turowicz (Third from Left) with another Lady Instructor and UAS Cadets (1954, Karachi)

Chapter 2

Decorated Ghazi of 1948 War

Air Cdre M A Dogar, SJ, TPk

(First SJ of PAF)



Name:	Mukhtar Ahmed Dogar
Pak No:	2353
Father's Name	Hakim Ali Dogar
Date of Birth:	15 May 1922
Place of Birth:	Hoshiarpur, India
Date of Commission:	29 Mar 1943
Date of Retirement:	21 Aug 1968
Date of Demise:	5 Jun 2004
Gallantry Award:	SJ

Early Life/Career: Hoshiarpur born Mukhtar Ahmed Dogar was the son of Hakim Ali Dogar. After receiving primary education at his native town, he gained commission in Royal Air Force, and was accepted into the RAF Academy at Cranwell. After graduation, Dogar joined Royal Air Force, and participated in 1945 Burma Campaign as a Flying Officer. After the independence of Pakistan, Flying Officer Dogar opted for Pakistan's nationality, and was inherited in No. 5 Sqn 'Falcons'. While posted in Gilgit, he actively participated in Indo-Pakistani War of 1947. He also had a short stint at Miranshah where he flew numerous close air support missions against tribal warlords and carried out watch and ward duties for a couple of years. Later in his career, he commanded various squadrons of PAF, which included No 12 Sqn at Mauripur, No 9 Sqn at Peshawar and No 6 Sqn at Chaklala. During the 1948 Kashmir War, Dogar was serving the No 6 Sqn equipped with Dakota aircraft.

Brief Description of Gallantry: Initially, when the skirmishes in the volatile Kashmir valley started in early 1948, The Government of Pakistan gave orders to PAF to stay away from the conflict zone. However, PAF was only involved in supply dropping mission in northern areas in support of Pak Army. In this backdrop, Flt Lt Dogar along with his aircrew took off in a Dakota in the early morning of 4 Nov 1948 from Chaklala. The mission was to para-drop supplies for the Pak Army troops engaged in skirmishes in Kashmir. The weather was fine and the spirits of the crew were high. The venerable Dakota flew through the winding Indus valley.

On approaching the drop zone, Dogar reduced speed, prepared the aircraft in para-drop configuration, and got ready for the final run. Navigator on board started with the final countdown. Overhead the sandy bed near Skardu valley load was dropped and aircraft exited. Dogar gave controls over to Flying Officer Jagjivan (co-pilot) on the way back so that he could relax for a while. The aircraft was somewhere over Chilas when the crew sighted 2 Tempests above their own aircraft. Dogar first took them for PAF aircraft and continued as planned. Soon Dogar discovered their identity and quickly took over the controls from the co-pilot; they were the IAF Tempests. On the Radio, Tempests ordered Dogar to turn back and go to nearest Indian airfield; otherwise, they would shoot down the Dakota. The valley at Chilas is about 4 to 5 miles wide permitting easy manoeuvring of an aircraft. Dogar turned sharply and instead of complying with their command weaved along towards Risalpur. The Indians repeated the order three times, but he did not respond. At this point, the Indians fired a free burst to show that they were armed. Undaunted, Dogar pressed on regardless, at full throttle weaving along the Indus valley at deck level. His main concern was to get to the narrow portion of the valley as quickly as possible. The army personnel on board were feeling rather queasy by now with all evasive manoeuvring and, ignorant of the situation outside, requested Dogar to ease off; they appeared to be under the impression that he was trying to impress them with his piloting skills. A fateful realisation came over them when they learnt that Dogar was fighting not only for his own life but for theirs too.

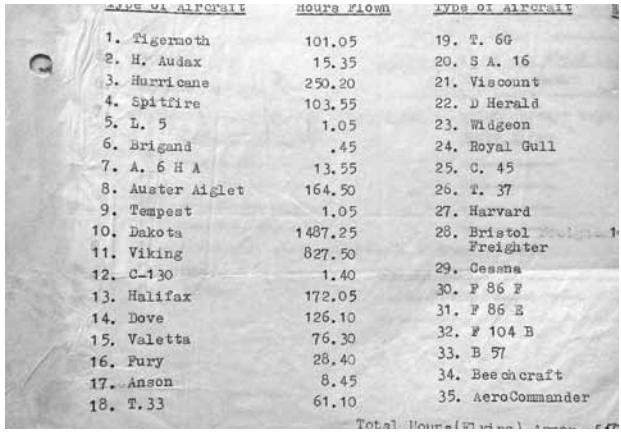


Flt Lt Dogar evading an IAF attack while flying in Indus valley near Chilas



Air Cdre (then Sqn Ldr) M A Dogar (sitting in centre) as Squadron Commander No 12 Sqn at Mauripur

Naik Muhammad Din, however, was watching from the open doorway of the aircraft, blissfully unaware of what was to come next. At this time, one of the Indians broke off, gained a little height, and came in to attack. He obviously meant business now and fired a full burst of 20mm at Dakota, fatally wounding Naik Muhammad Din and knocking Jagjivan unconscious with a profusely bleeding arm.



Type of Aircraft	Hours Flown	Type of Aircraft
1. Tigermoth	101.05	19. T. 6G
2. H. Audax	15.35	20. S A. 16
3. Hurricane	250.20	21. Viscount
4. Spitfire	103.55	22. D Herald
5. L. 5	1.05	23. Widgeon
6. Brigand	.45	24. Royal Gull
7. A. 6 H A	13.55	25. C. 45
8. Auster Aiglet	164.50	26. T. 37
9. Tempest	1.05	27. Harvard
10. Dakota	1487.25	28. Bristol Freighter
11. Viking	827.50	29. Cessna
12. C-130	1.40	30. F 86 F
13. Halifax	172.05	31. F 86 E
14. Dove	126.10	32. F 104 B
15. Valetta	76.30	33. B 57
16. Fury	28.40	34. Beechcraft
17. Anson	8.45	35. AeroCommander
18. T.33	61.10	

A Snap Shot of Air Cdre Dogar's Log Book showing variety of aircraft flown by him

By now, the aircraft had got to the narrow neck of the valley. Dogar immediately asked Air Signaller Mohsin to stand up in the Astro-hatch and kick him every time he saw the fighters coming in for a kill. Thrice he was kicked and thrice, with quick half throttle, full flaps, and left rudder he successfully eluded death. The aircraft had come down to deck level now, scraping almost along the river's surface but well out of the fighters' reach. As the valley started to become narrow, Indians, however, seemed to give up the chase and decided to turn back. The encounter lasted for 20-25 minutes. Flg Off Jagjivan who had received six shrapnel of the 20 mm cannons fired by the attacking Tempests survived later on. Dogar thus became the first PAF officer to earn the coveted SJ in 1948 Kashmir War. He thus set the example of grit and indomitable courage right when the PAF was at an incipient stage. The nation beckoned to the aircrew, and they responded resolutely.

Participation in 1965 War: In early 60, Mukhtar Dogar came up with a brilliant idea of establishing PAF's own Special Services Wing (SSW). The senior leadership of PAF liked the idea and tasked him to form SSW in close collaboration with Pak Army. Thus, he became the founding and pioneering members of the elite wing. He worked day in and day out in establishing the new unit on lines of army SSG. He selected and trained PAF personnel for the demanding job and also formulated plans to use such force during war. He left no stone unturned in training these men of courage and finally succeeded in establishing a force to be reckoned with. He did not have to wait for long to test the efficacy of newly born force. Soon the clouds of war gathered over sub-continent in Aug 1965 and he was ready to get into action at short notice.

Air Cdre Mukhtar Dogar was commanding the intelligence set up of PAF when the war broke out in 1965. In the initial round of the war, it was considered vital to neutralise the threat from the forward IAF bases and keep up the momentum of the attacks, that the fighter and bomber raids on the airfields were planned to be supplemented by air-dropped commando raids directed against aircraft, personnel and installations on the ground. For carrying out this vital assignment, he was tasked to plan a covert para-drop commando missions against important IAF bases.

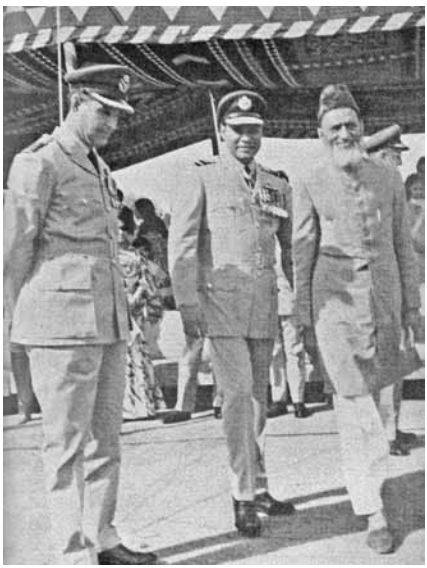
The 3 C-130s needed for the para-drops were positioned at Peshawar at 2000 hours ready to go. The TOTs were planned for midnight, and for three hours,

all B-57 strikes against the target airfields would be suspended to enable the commandos to accomplish their mission. The missions were launched in the pitch-dark night of 6 Sep and produced considerable results.

Citation of TPk: "Gp Capt Mukhtar Ahmed Dogar has made a significant contribution towards planning, control and conduct of special operations during the war with India. In May 1965, he was asked to set up the Joint Operations Centre while at the same time he was a member of the planning committee at AHQ. In that capacity, he was entrusted with the conduct of special transport operations. The task he carried out very successfully in close liaison with the army often carrying out complicated operations at very short notice. For this selfless devotion to duty, he has been awarded with TPk."

Career Highlights: Air Cdre Dogar remained on various command and staff assignments during his career in PAF, which included OC Flying Wing Lahore in 1956, Deputy Director Plans at AHQ in 1957, Director Operations at PIA in 1960 and Officer Commanding Dacca Base from 1960-1963. He commanded PAF Base, Chaklala and Peshawar as well.

A Rare Honour: Perhaps Air Cdre Mukhtar Dogar was the only PAF officer who had flown such a large variety of aircraft during his long and illustrious service. He had flown an amazing mix of more than 35 fighter, transport, light communication and bomber aircraft. After rendering long and illustrious service for PAF spanning decades, Air Cdre Mukhtar Dogar retired from service in 1968.



Air Cdre Dogar (Retd) being escorted by Gp Capt Masood Khan and Air Cdre E G Hall, during a Squadron Colour Award ceremony of No 6 Sqn, Chaklala.

Family Details: Air Cdre Dogar married Sultan Bibi and they were blessed with four children. Eldest daughter Basharat Begum was born on 12 Oct 1946. She is married and settled with her family. His son Shabbir born on 6 Jun 1949 joined PAF and later got retirement. He is now settled at Lahore. Nasim Dogar born on 29 Mar 1952 is married and presently settled at Faisalabad. Youngest Zulfiqar born on 18 Aug 1954 is settled in USA.

The Sad Demise: Air Cdre Dogar breathed his last on 5 Jun 2004 and was buried with full military honours at his native town in Faisalabad.

Chapter 3

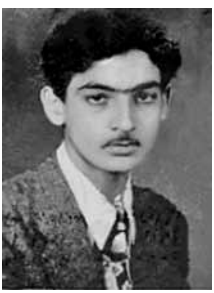
Decorated Shaheed of 1965 War

Sqn Ldr Sarfraz Rafiqui (Shaheed), HJ, SJ



Name:	Sarfraz Ahmed Rafiqui
Pak No:	1429
Father's Name:	Bashir Ahmed Rafiqui
Date of Birth:	18 Jul 1935
Place of Birth:	Rajshahi
GD(P) Course:	13 GD (P)
Date of Commission:	11 Mar 1953
Date of Shahadat:	6 Sep 1965
Gallantry Awards:	HJ, SJ

Early Life/Career: Born in Rajshahi (Former East Pakistan) on 18 Jul 1935, Sarfraz had three brothers and a sister. He started his education at St Anthony's High School in Lahore, where his father worked with an Insurance Company. Sarfraz passed matric from Government High School, Multan in 1948 at a remarkably early age of thirteen. A year earlier, he had been selected as a King's Scout to attend a jamboree in UK and France. In Paris, his fervour for the impending birth of Pakistan knew no bounds. He hastily had his version of the Pakistan flag stitched by the Girl Guides (white bar consigned to the bottom, crescent in one corner and star in the other). On the eve of Independence, Sarfraz formed a troop of three Muslim scouts, proudly showing the new flag. After the jamboree, it was quite a homecoming for a twelve-year old to a new Pakistan. When the elder Rafiqui moved to Karachi as Controller of Insurance, Sarfraz joined the DJ Sind Science College. Scouting remained a passion and he managed another trip abroad, this time to a jamboree in Australia. However, thoughts soon turned to the Air Force, where his elder brother, a dashing young pilot, had won the Sword of Honour in the 4 GD (P) Course. When Sarfraz applied for the RPAF in 1951; he had not appeared in his Intermediate examinations. His Principal at DJ Sind Science College found him to be "very intelligent and well suited for a military career." Sarfraz's above-average intelligence was to be echoed by all his instructors in later years.



Sarfraz was selected for the RPAF through the Services Selection Board. He joined the Joint Services Pre-Cadet Training School at Quetta. The Commandant of the School was impressed with Sarfraz's command of English, his confidence and his travels abroad at such an early age. After five months of training at JSPCTS, he entered the RPAF College at Risalpur. In 1953, he graduated in the footsteps of his brother, winning the prestigious Atcherley Trophy for the Best Pilot in the 13 GD (P) Course. He continued with a string of above average reports in his Advanced Flying Course as well as the Fighter Weapons Instructors' Course, both done in USA. He again showed his prowess as a superb fighter pilot by topping the course at PAF's Fighter Leaders' School in 1960. After yet another course at RAF's prestigious Fighter Combat School, he ended up piling a unique assortment of highly rated qualifications that served him and the PAF in good stead. As an exchange pilot in UK, he flew Hunters for two years. Sarfraz's Officer Commanding in No 19 Sqn (RAF), reporting on his flying abilities, eloquently wrote, "In the air his experience and skill combine to make him a very effective fighter pilot and leader who creates an impression of disciplined efficiency in all that he does." On return from UK in 1962, he was given command of No 14 Sqn. A year later, he was given command of the elite No 5 Sqn, in which he was to achieve martyrdom and eternal glory. He was well-known as much for his highly assertive and effective control of the Unit as for his spirited attitude towards flying. Sarfraz's sense of humour, seldom evident from his sole published photograph, was a very genial trait, amply noted at home and across the shores. As an officer, he was found to be courteous and well-mannered with a pleasant personality. He was extremely popular and, socially well- accepted. Swimming took up his leisure time, though his keenness for flying determined the daily routine. An incident that deserves special mention relates to Sarfraz's steadfastness in matters of honour and righteousness. During one RAF dining-out night, he was enraged when the Pakistani 'representatives' (exchange pilots) were denied the customary toast to their Head of State, while the Europeans merrily drank to their royalty. He walked out of the dinner proceedings and, next morning, informed the bewildered OC that he would prefer to be repatriated rather than suffer such scorn. The matter got a bit complicated, but an unyielding Sarfraz would accept nothing short of an apology. The OC repented publicly and, later made sure that the Pakistanis were never slighted again. Sarfaraz also drove home a point that it was respect, not pennies that counted. Sarfraz was unconventional in many ways. His aversion to an arranged marriage invoked the ire of his conservative father, who had failed to incline Sarfraz towards one particular offer; this included fringe benefits of a house and a good bit of cash besides the damsel! Star-crossed perhaps, he ran short of time looking for the right mate. The Mess remained his home and hearth until the end.





War Experience: Two memorable aerial encounters, each a classic of modern jet warfare, capped Sarfraz Rafiqui's illustrious career as a fighter pilot. The evening of 1 Sep 1965 saw hectic and desperate attempts by the IAF to stop the rapid advance of Pak Army's 12 Division offensive against Akhnur. Vampires, obsolescent but considered suitable for providing close support in the valleys of Kashmir, were hastily called into action. No 45 Sqn was moved from Poona to Pathankot. The grim situation on the ground found the Vampires at work immediately. Three



Sqn Ldr Rafiqui opens Sep account at Chamb

strikes of four Vampires each had been launched in succession that evening. Much has been made of their success by the IAF, but Maj Gen GS Sandhu was not impressed; in his book 'History of Indian Cavalry,' he recounts how the first Vampire strike of four, leisurely proceeded to destroy three AMX-13 tanks of India's own 20 Lancers, plus the only recovery vehicle and the only ammunition vehicle available during this hard-pressed fight. The second flight attacked Indian infantry and gun positions, blowing up several ammunition vehicles. The Indian forces were spared further ignominy at their own hands when an element of two Sabres arrived on scene. Sqn Ldr Rafiqui and Flt Lt Imtiaz Bhatti were patrolling at 20,000 ft near Chamb. On being vectored by the radar, they descended and picked up contact with two Vampires in the fading light. Rafiqui closed in rapidly and before another two Vampires turned in on the Sabres, made short work of the first with a blazing volley from the lethal 0.5" Browning six-shooter. Then, with a quick-witted defensive break, he readjusted on the wing of Bhatti, who got busy with his quarry.

While Rafiqui cleared tails, Bhatti did an equally fast trigger job. One Vampire nosed over into the ground, which was not too far below; the other, smoking and badly damaged, ducked into the trees. It had shaken the Indian pilot, Flg Off Sondhi who staggered back to tell the horrifying tale. The less fortunate Flt Lts AK Bhagwagar, VM Joshi and S Bharadwaj went down with their ghoulish Vampires, in full view of the horrified Indian troops. Only minutes before, Flg Off SV Pathak of another Vampire formation had bailed out after being hit by

ground fire. The mauling had been thorough. This single engagement resulted in a windfall of strategic dimensions for the PAF. The shocked and demoralised IAF immediately withdrew over 80 Vampires, together with about 50 Ouragons, from front-line service. The IAF was effectively reduced in combat strength by nearly 35% in one deadly stroke, thanks to Rafiqui and Bhatti's marksmanship. It may be appropriate to recollect the remarks of USAF Fighter Weapons School (Class of 1956) about Rafiqui's adeptness at gunnery. "Capt Rafiqui was the high individual in air-to-air firing and was above average in air-to-ground firing; has a thorough understanding of methods and techniques used in fighter weapons delivery and aerial combat manoeuvring, valuable as a future gunnery instructor highly recommended that he be used in this capacity to the greatest advantage, possible when returning." The PAF made no mistake and put his skills to good use, as the Chamb encounter demonstrated. However, there was much more to come.

Citation of SJ: "On 6 Sep 1965 during an aerial combat over enemy territory, Sqn Ldr Sarfraz Rafiqui destroyed two enemy Vampire fighter-bombers. On 6 Sep 1965, during an attack on a well-defended enemy airfield at Halwara, Sqn Ldr Rafiqui encountered a number of enemy fighters. He destroyed one enemy Hunter aircraft but was subsequently shot down and bailed out over enemy territory. The officer is missing. For exceptional flying skill and valour shown by Sqn Ldr Rafiqui in pressing home his attacks in aerial combats with enemy aircraft, he is awarded SJ."

Brief Description of Shahadat: On the evening of 6 Sep 1965, an ill-fated formation of three aircraft took off from Sargodha for a raid on Halwara airfield, one of the three that had been singled out for a pre-emptive strike. Led by Sqn Ldr Rafiqui, with Flt Lt Cecil Choudhry as No 2 and Flt Lt Yunus Hussain as No 3; the formation hurtled across into enemy territory in fast fading light. Sqn Ldr MM Alam's formation, also of three aircraft, which had taken-off ten minutes earlier, was returning after an abortive raid on Adampur. Four Hunters, themselves proceeding on a mission against Pak Army formations, had bounced them. Rafiqui was warned by Alam's section to watch out for Hunters in the area. At Halwara, IAF's No 7 Sqn equipped with Hunters had flown four strikes during the day. These were armed reconnaissance missions, which had little success in finding worthwhile targets. The fourth and last strike for the day was on its way to the precincts of Lahore, when it had encountered Alam's formation near Tarn Taran. In that engagement Sqn Ldr AK Rawlley's Hunter impacted the ground as he did a defensive break at very low level, with Alam firing at him from stern. The remaining three Hunters aborted the mission and were taxiing back after landing, when Rafiqui's formation pulled up for what was to be a gun attack on the parked aircraft. That evening, two pairs of Hunter CAPs (Combat Air Patrols) were airborne, one from No 7 Sqn with Flg Offs PS Pingale and AR Ghandhi and the other from No 27 Sqn with Flt Lt DN Rathore and Flg Off VK Neb. Pingale and Ghandhi were in a left-hand orbit over the airfield when Rafiqui broke off his attack and closed in on the nearest aircraft (Pingale). Rafiqui's guns, as usual, found their mark. Pingale, not sure what hit him, lost control of his Hunter, and ejected. Next, Rafiqui deftly manoeuvred behind Ghandhi and fired at him, registering some hits. Just then, Cecil heard his Sqn Cdr call over the radio, "Cecil,

my guns have stopped firing; you have the lead." Cecil promptly moved in to lead, with Rafiqui sliding back as wingman. Ghandhi did not let go of the momentary slack and manoeuvred behind Rafiqui who was readjusting in his new position. Ghandhi fired at Rafiqui's Sabre, but couldn't get him because of a careless aim. While Ghandhi followed the Sabre, Cecil bored in and shot him in turn, the bullets finding their mark on the left wing. Ghandhi, seeing his aircraft come apart, ejected near the airfield. Running out of fuel as well as daylight, Rafiqui deemed it prudent to exit. Gathering his formation, he headed north-west, but with two more Hunters lurking around, a getaway was not easy. Happy on home ground, Rathore and Neb dived in to give chase. Rathore got behind Rafiqui who was on the right while Neb singled out Yunus on the left. Overtaking rapidly, Rathore fired from about 600 yards registering some hits. Closing in still further he fired again, this time mortally hitting Rafiqui's Sabre. It banked sharply to the left and then hit the ground near Heren village, some six miles from Halwara. Meanwhile, Cecil looked around and, noticing Yunus in trouble, called a defensive break but Yunus, for some incomprehensible reason, pulled upwards, assisting Neb to catch up. Neb did not let go of the chance and fired a well-aimed volley, which Yunus did not survive. A puff of smoke rapidly turned into a sheet of flame as the Sabre disintegrated in midair and fell to the ground. Left alone, Cecil bravely fought his way out and dashed across after a nerve-racking encounter.

In this epic encounter, Rafiqui was at his leadership best. Of course, he had scored a confirmed kill a third time. However, more important, the significance of the mission was not lost on him and, despite heavy odds; he did his best to get the formation to put in the attack. As a Sqn Cdr, he demonstrably inspired other Sqn Commanders and pilots to lead fearlessly. This may well have been Rafiqui's greatest contribution to the 1965 air war. The award of the HJ, as well as SJ acknowledged his gallant leadership and selfless devotion to duty. PAF Base,



Rafiqui shooting down an IAF jet near Halwara, moments before his Shahadat on 6 Sep 1965



Sqn Ldr Rafiqui (4th from right), Sqn Ldr Muniruddin (2nd from Left) along with the pilots of No 5 Sqn at Sargodha



Plt Off Rafiqui being given last minute briefing by his instructor Flt Lt Jan Mahmood prior to going on his first solo in Tempest during Conversion Course at Mauripur



Sqn Cdr Rafiqui (centre) along with members of No 5 Sqn at Sargodha

Rafiqui (Shorkot) and major boulevards across various cities of Pakistan, named after him, rekindle the spirit of his chivalry.

Citation of HJ: "On 6 Sep 1965, Sqn Ldr Sarfraz Ahmed Rafiqui led a formation of three F-86 aircraft on a strike against Halwara airfield. Soon after crossing the Indian border, Sqn Ldr Rafiqui had been warned about a large number of enemy interceptors being in the air by the leader of a returning F-86 formation. He, however, continued his mission single-mindedly. On the way back, the formation was intercepted by about ten Hunter aircraft out of which Sqn Ldr Rafiqui accounted for one in the first few seconds. After Sqn Ldr Rafiqui shot down one Hunter aircraft, his guns jammed due to a defect and stopped firing upon which he refused to leave the battle area, as he would have been perfectly justified to do; he instead ordered his No. 2 to take over as leader and continue the engagement with the enemy. He himself now took up a defensive position in the formation in an attempt to give it as much protection as was possible by continuing fighting manoeuvres in unarmed aircraft whilst the remainder proceeded to give battle to the enemy. This called for a quality of courage and dedication on the part of Sqn Ldr Rafiqui equal to the best in the history of air fighting. The end for him was never in doubt. He chose to disregard it and in the process, his aircraft was shot down and he was killed but not without his action enabling his formation to shoot down three more Hunter aircraft. Sqn Ldr Rafiqui thus provided exemplary leadership in battle and displayed outstanding courage in the face of exceptionally strong opposition. His inspiring leadership and selfless example significantly affected the subsequent course of the air war in which PAF never failed to dictate terms to an overwhelmingly larger and better-equipped enemy. Sqn Ldr Rafiqui's conduct was clearly beyond the call of duty and conformed to the highest tradition of leadership and bravery in battle against overwhelming odds. For this and his earlier exploits, he is posthumously awarded HJ."

Selfless and Sacrificing Gesture of his Parents: The Government of Pakistan awarded 77 acres of prime agriculture land as a recompense with the awards of HJ and SJ, which was most generously bequeathed by Rafiqui's parents to the Sarfraz Rafiqui Welfare Trust, that the PAF is so efficiently administering to date for the benefit of widows, orphans and the needy.

Family Details: Sarfraz Rafiqui had three brothers and a sister. His eldest brother, Imtiaz Rafiqui was an engineer in Radio Pakistan who passed away lately. Aizaz Rafiqui worked in Adamjee Insurance and retired as General Manager. He passed away in 2008. Ejaz Rafiqui was a brilliant fighter pilot of PAF, who embraced Shahadat in a flying accident in 1951. The youngest sibling, his sister Mrs R M Sarwar, got married to an army officer. Unfortunately, she also passed away in 2008. Although his entire family is gone, they will, however, continue to live in the hearts and minds of millions of Pakistanis for good.

Sqn Ldr Alauddin Ahmed (Shaheed), SJ



Name:	Alauddin Ahmed
Pak No:	5034
Father's Name:	Dr Tajamal Ahmed
Date of Birth:	3 Oct 1930
Place of Birth:	Dacca (Bengal, India)
GD(P) Course:	10 GD (P)
Date of Commission:	13 Jun 1952
Date of Shahadat:	13 Sep 1965
Gallantry Award:	SJ

Early Life/Career: Son of a well-reputed eye specialist of the East Pakistan, Alauddin Ahmed was born at Dacca. The great services rendered by his father in the field of medicine earned the family enviable reputation in Sub-Continent. Later, Government of Pakistan acknowledged his father's services and decorated him with SI, TI and Qaiser-e-Hind. Alauddin Ahmed received his early education at Dacca and did FSc in 1950 with flying colours. Alauddin was an outstanding boxer during college days and won various medals at district and provincial levels. Alauddin joined RPAF College, Risalpur in 1951 and earned his wings on 13 June 1952. He did his Jet Transition Course from Germany and Advanced F-86 Course from USA. On his return, Alauddin was posted to elite No 11 Sqn equipped with newly inducted Sabres. He proved his mettle during Fighter Leaders' Course at Mauripur and graduated from the school with distinction.

Later in his career, Butch Ahmed (his nickname) blossomed into one of the most exuberant and valiant fighter pilots of PAF. He did various command and staff courses during his meritorious service and had the honour of being the instructor in the elite Fighter Leaders' School, Mauripur. He was also the proud member of 'Sabre 16' aerobatic formation team, which made a world record in 1958 by pulling up a formation loop. The rare feat was achieved during an international display held at Mauripur. He was also among the pioneering fighter pilots who got converted on modern and state-of-the-art F-104 aircraft. He commanded the elite No 18 Sqn for two years and during his tenure, the Sqn won the Flight Safety, Air- to- Air and Air- to- Ground competition trophy twice.

Always the centre of life at the station, he was a man with cheerful spirit that was infectious. He had a boyish grin, a firm handshake, and a direct manner. In spite of his boisterous behaviour with his Sqn pilots, he always retained that streak of strict disciplinarian, which demanded respect and professionalism. All these combined to make him the very image and epitome of a young Sqn Cdr.



Flt Lt Alauddin Ahmed (sitting 2nd from left) and Sqn Ldr Sadruddin (Sqn Cdr, in centre) along with a group of No 9 sqn fighter pilots at PAF Base Sargodha.



Flt Lt Alauddin Ahmed (2nd from left) briefing a group of fighter pilots, moments before proceeding on a training mission on Star Fighter

Participation in 1965 War: Sqn Ldr Alauddin was commanding the No 18 Sqn during the 1965 Indo-Pak War. Being the Sqn Cdr, he led his Sqn in twenty combat missions against the Indian ground and air forces and achieved precise results. On the evening of 6 Sep, Sqn Ldr Alam led an offensive fighter sweep of three Sabres with Sqn Ldr Alauddin and Flt Lt Syed Saad Akhtar Hatmi. They were nearing Taran Taaran, a town in Amritsar district when Alauddin called out on the radio and informed the leader about the presence of four Hunters in close vicinity. Alam glanced in the direction pointed out by Butch. His eyes grew larger as he saw Hunter formation in attack formation, glistening in their war paints, crossing two or three thousand feet ahead. Soon Alam commanded the formation to jettison tanks and check guns. In the meanwhile, the Hunter formation located the Sabres and turned violently to avoid attack. Butch Ahmed was thrilled to get some action. This was the moment of trial and he had waited for this day since long. Jettisoning his tanks and checking his guns at 'Hot' position, he followed his gallant leader. He manoeuvred his aircraft vehemently and soon set behind the Hunter. As the silhouette of Hunter leader grew larger and filled the gun-sight, he fired a short burst. Ill-fated Hunter got severe damage and reeled away emitting thick black smoke. Alam damaged one aircraft and Hatmi destroyed one. All the Hunters were hunted and vanquished, leaving behind only three victorious Sabres in the hostile skies. Full of pride, victorious Butch Ahmed returned home, opening his account in a dashing manner.

That day onwards, Butch flew operational missions day in and day out and led his Sqn from the front. His professionalism and dedication remained a great source of motivation for the young fighter pilots of the Sqn.

Description of Shahadat: At 1030 hours in the morning of 13 Sep 1965, Sqn Ldr Alauddin Ahmed was flying his second operational mission of the day. Earlier in the morning, with the break of dawn, he had led an army-support mission of four Sabres in Chawinda-Narowal sector where the historic tank battle was still raging with all its blasting fury. Undaunted by heavy artillery fire, his four-ship formation flew at treetop level and blasted the enemy armour and guns with rockets sending huge spirals of smoke and fire all around. They made a number of strafing runs on the enemy until their whole ammunition was exhausted and they headed back home. After breakfast and a little rest the pilots started getting ready for the next mission: this time an armed reconnaissance patrol over Gurdaspur area to locate and destroy any worthy enemy target of opportunity, threatening own troops in the area. It was past 1000 hrs and the heat of summer sun had started swelling when the Sabres again roared out of their base into the blue haze of Sep sky. With Sqn Ldr Alauddin in the lead, the four fighters- Flt Lt Saleem, Flt Lt Amanullah and FIt Lt Arif in other cockpits- flew in battle formation and soon they were spearing through the enemy territory. With eight eyes scanning the skies all around and below for any speck or dot which could be enemy interceptors, they pressed on eastward. Nothing was insight. The steady roar of the engines and the general air of tension combined to bring the nerves to a razor's edge. They checked their guns and gun-sight. Suddenly, the inquisitive voice of FIt Lt Amanullah appeared on R/T, "A train below at 5 0' clock. Let us go for it." The four fanned out and went into a steep dive towards the train. As they drew near, they could see the terrified

looks on the faces of passengers craning their necks out of the windows of the red-coloured train in an effort to identify the on-rushing aircraft. "Oh, no it is a passenger train. Don't hit it"; came the word of command from the leader, Butch Ahmad. The Sabres pulled up from the sharp dive and levelled off. Rubbernecking, they again searched the sky, but found no enemy aircraft. The Indian skies seemed to be conspicuously free from their guardians. With eyes peeled, they roared on when suddenly the R/T again became alive. This time Saleem had seen the runway of the IAF base at Pathankot gleaming in the distant haze. They had come to the end of the area assigned to them for reconnaissance. 'Butch' ordered the formation to return and with flick of hands on the control columns, four were turning sharply to the left.



Sqn Ldr Alauddin Ahmed blasts the ammo train moments before his Shahadat, near Gurdaspur Railway station during 1965 War

Now they decided to set course for the city of Gurdaspur. They were flying low, searching for any enemy build-up in the surroundings. They had reached the outskirts of Gurdaspur when they beheld the silhouette of another train in the marshalling yard of the railway station. Suddenly his aircraft peeled off to the right screaming down towards the railway station. It was a train. It could be carrying some military stores, he thought. The wagons grew bigger and bigger grimly as he approached them; suddenly, he realised that it was an ammo train, carrying loads of ammunition to battle area. It had to be destroyed; he decided and in seconds his finger slowly but deliberately pressed the trigger. A stream of bullets slammed into the target. A terrific explosion followed and a huge column of black smoke and debris went up. He pulled up for the second attack and delivered few more rockets and bursts of A.P.I.(Armour Piercing Incendiary) bullets and a number of other wagons went up in smoke and fire. Nothing was visible now as the whole place was engulfed in a black pall of smoke. Large pieces of twisted steel and burning wood were flying in all directions. 'Butch' had a narrow escape. Some splinters of broken metal hit his aircraft when he was pulling up. The Sabre lurched for a while. He checked the instruments; all seemed to be well. Now he circled overhead and saw the fireworks from above. His formation was delivering lethal blow to the remaining wagons. A few buildings near the marshalling yard had also caught fire. "I can't see anything down below due to smoke. There might be some more wagons left," said the leader on the R/T and again streaked down into the thick pall of smoke. He was engulfed in the dark billowing clouds of black smoke rising more than a hundred feet above.



'Butch' strained his eyes to see if any part of the train was left. However, he could not make out anything. He must dive further. Again, he went roaring down until he was flying dangerously low, a few feet above the burning train. All of a sudden, he picked up the wagons he was looking for and pulled up steeply for yet another attack. His salvo of rockets scored direct hit and there was a gigantic explosion of the munitions in the wagons, which sent up pressure waves that shook the other Sabres flying high up, like flying leaves in an autumn breeze. The debris leapt hundreds of feet into the air engulfing the whole area into darkness. 'Butch' had pulled up but to no avail. His Sabre was hit by flying debris and soon his cockpit was filled with pungent cordite smoke. He headed his aircraft toward Pakistan, a bare 12 miles away-a minute and a half of flying time!



Flt Lt Alauddin Ahmed (centre) and Sqn Ldr Sadruddin (1st from right) along with Air Mshl Asghar Khan at Sargodha

"My cockpit is full of smoke," he called out to inform his formation. However, a few moments later he said, "It seems to be all right now."

His comrades heard from him these last words. The formation, at this time, was not in visual contact with one another, and when the deputy leader called again to confirm his safety, there was no response. Realising that Butch must have bailed out, they carried out a vigorous search to locate their beloved leader, but in vain. As the formation was low on fuel, they returned and soon the search was taken over by an Army Aviation L-19 aircraft. The pilot enthusiastically joined in and in spite of his vulnerability to ground fire and interception by enemy aircraft, he combed the area for five hours: all to no effect. A great fighter pilot and a man of unsurpassable courage and a caring father had gone. He sacrificed his life in the line of duty with boots on, thus achieving a great honour for himself and for PAF.

Citation of Gallantry Award: "Sqn Ldr Alauddin Ahmed led his Sqn in twenty combat missions against the Indian ground and air forces. His leadership throughout the operations was cool, courageous and most determined which inspired the greatest confidence amongst pilots of his formations and resulted in destruction of many Indian tanks and vehicles. In his last sortie, he attacked and blew up an important ammunition train at Gurdaspur railhead in complete disregard to his personal safety. During this attack on Sep 13, his aircraft was damaged and was reported missing over enemy territory. Subsequently, it was confirmed that the officer died in this action. For his exemplary leadership, courage, and valour, Sqn Ldr Alauddin Ahmed was awarded SJ."



Sqn Ldr Alauddin Ahmed (centre), Sqn Cdr No 18 Sqn, along with fellow pilots at Mauripur



A group photo of F-104 pilots with Flt Lt Alauddin Ahmed (1st from right) and Sqn Ldr Sadruddin (3rd from right) at Sargodha

Family Details: Alauddin married Sofia Shireen on 3 Nov 1955, and was blessed with two sons and as many daughters. His sons, Zafar Ahmed and Jamal Ahmed are married and settled in USA. His daughters Yasmeen and Neelofer are also married and presently settled in Canada.

Sqn Ldr Muhammad Iqbal (Shaheed), SJ



Name:	Muhammad Iqbal
Pak No:	1431
Father's Name:	Muhammad Ali Asghar
Date of Birth:	16 Dec 1934
Place of Birth:	Nangal, Sialkot
GD(P) Course:	13 GD (P)
Date of Commission:	11 Jun 1953
Date of Shahadat/Burial:	11 Sep 1965/Nangal Graveyard, Sialkot
Gallantry Award:	SJ

Early Life/Career: Sialkot born Iqbal was the only brother of six sisters of the family of Mr Ali Asghar, an officer in the office of Municipal Committee, Sialkot. Iqbal lost his father at a young age and there on, his uncle Chaudhry Abdul Ghani took over the responsibility of looking after his family. Iqbal received early education from CTI School and Murray College, Sialkot and emerged as a brilliant student, making mark especially in Science subjects. He did BSc from FC College, Lahore in 1947 and was a die-hard worker of Pakistan Movement. After graduation, he joined PAF on 3 Jan 1952 in 13 GD (P) Course and got commission on 11 Jun 1953. Iqbal was among the lucky few who were selected for conversion on new B-57 aircraft and later did advanced course on RB-57 and Jet Instructor Course from USA. During his illustrious career, he commanded prestigious No 8 and No 24 Sqns of PAF, being their first OC. Popularly Known in PAF as 'Professor', owing to his sharp intellect, inclination towards and proficiency at mathematics and science subjects, Iqbal was always full of novel ideas.



Flt Lt Iqbal (3rd from right) during training with USAF at USA

Participation in 1965 War: Sqn Ldr Muhammad Iqbal was commanding the elite No 24 Sqn equipped with state-of-the-art RB-57 aircraft, fitted with electronic intelligence (ELINT) devices during 1965. The Sqn was tasked with daring recce

(reconnaissance) missions deep inside enemy territory. These missions were highly challenging and required utmost dedication and commitment. However, keeping aside all the dangers to his personal safety, he led the Sqn from the front and participated extensively during the war. He in his unarmed bomber flew across the entire length and breadth of India and gathered intelligence information pertaining to concentration and movement of enemy troops, location of IAF bases, and their deployment to forward bases etc.

As the war broke out in early hours of 1 Sep, the destruction of Amritsar radar became the prime objective for PAF, as it had played a key role in directing IAF Bombers and fighters into Pakistani airspace. Moreover, it was the only hurdle for PAF in gaining complete air superiority in Chamb sector where the two armies were fighting head to head. Earlier, PAF tried to neutralise the Amritsar radar, but could not deliver accurate attacks due to difficulty experienced in finding the exact location of the radar. The radar was well-camouflaged, dispersed in the centre of thickly populated town and was guarded by heavy ack-ack regiment. The challenge was thrown to Sqn Ldr Iqbal's Sqn to suggest ways and means of locating the radar. Being an innovative officer, he came up with a novel idea of locating the radar by using the electronic devices fitted in RB-57 ELINT (electronic intelligence) aircraft. Fully knowing the dangers of such a daring mission, he volunteered to lead a formation of four B-57 aircraft in broad daylight to collect intelligence and exact location of Amritsar radar.



Flt Cdt Iqbal (standing 2nd from left-first row) along with his course mates of 13 GD(P) course, during training at Risalpur

In the afternoon of 9 Sep, he took off from Peshawar with the mission to first locate the enemy radar and then direct the PAF fighter strike to destroy it. He flew at high level and reached the target with no difficulty. While he was overhead the Amritsar radar, his aircraft came under heavy fire from enemy ack-ack guns and got severe damage on the right wing. The right engine flamed out; however, he remained calm and skilfully piloted his crumbled aircraft, flew at treetop height and headed



Flg Off Iqbal (3rd from below, right row) along with his course mates during Jet Conversion Course at Mauripur



Days of War: Sqn Ldr Iqbal (standing 7th from right) along with Bomber aircrew at Mauripur



Flt Lt Iqbal (standing 2nd from right) in a memorable group photo of No 24 Sqn at Peshawar

for Peshawar. While returning, he directed the fighter strike formation to attack Amritsar radar; however, due to lack of intelligence gathering, considerable results were not achieved. On return from the mission, he did not seem to be satisfied with the results and decided to make one more attempt.

On 11 Sep 1965, he planned to make some practice approaches on Rahwali (Gujranwala) radar to refine the procedure of newly assigned role of path finding before launching a final assault on the Amritsar radar. He along with his most reliable and proficient navigator Flt Lt Lodhi took off from Peshawar in the afternoon and headed for their final and eternal journey. The gallant crew flew initially at high level and then descended to low level as they approached Rahwali radar. Due to lack of coordination and proper communication with the friendly radar, the ack-ack gunners at Rahwali were not aware of the practice attacks or

perhaps they panicked and took their own B-57 aircraft for an enemy Canberra- the British version of B-57, which looked the same. In this utter confusion, the gunners opened fire on their own B-57. The valiant crew tried to make desperate attempts to avoid the heavy ack - ack fire but failed. The aircraft was hit and got severe damage. Sqn Ldr Iqbal ejected but was still fired upon and received the fatal bullet during parachute descent. Courageous Lodhi who was glued to his radarscope was monitoring the behaviour of received transmissions in the rear cockpit that was covered with curtain to darken the scope. Lodhi had no chance and went down with the aircraft. Luckily, the aircraft did not catch fire and after crash, his body was retrieved. The martyrs' bodies were brought by helicopter to their home base at Peshawar. The great warrior, humble soul, and outstanding officer was given the hero's farewell at his funeral. He was later buried with full military honours at his native town at Nangal Sialkot in the presence of thousands of mourners. The Shaheed was posthumously awarded with SJ.

Citation of Gallantry Award: "Sqn Ldr Muhammad Iqbal flew many operational missions which played a vital part in the success of Pakistan Air Force during the India-Pakistan War. He carried out these missions with determination, enthusiasm, outstanding ability and at great personal risk. His performance, throughout, was exemplary and highly inspiring for the personnel under his command. For his outstanding leadership, valour, loyalty, and invaluable services to Pakistan Air Force and the country, he is awarded SJ."

Family Details: Sqn Ldr Iqbal married Hameeda Begum on 8 Apr 1956. They were blessed with four children. Eldest Tahira Naseem born in Sep 1957 is married and happily settled with her family. Javed Iqbal born in Nov 1959 joined PAF as a fighter pilot and later retired as Wg Cdr. He is presently settled in UAE. Pervez Iqbal born in Jan 1962 is an electrical engineer. Khalid Iqbal born in 1966, after the Shahadat of his father, is a doctor by profession and settled in his native town Sialkot.



A smartly turned out PAF contingent presenting the gun salute

Sqn Ldr Muniruddin Ahmed (Shaheed), SJ



Name: Muniruddin Ahmed
Pak No: 5030
Father's Name: Khalifa Rashiduddin Ahmed
Date of Birth: 27 Sep 1927
Place of Birth: Gurdaspur, India
GD(P) Course: 26 GD (P)
Date of Commission: 22 Dec 1955
Date of Shahadat: 11 Sep 1965
Gallantry Award: SJ

Early Life/Career: Gurdaspur born Munir was the youngest among the five brothers of Dr Rashiduddin Ahmed, a distinguished agriculturist of Rabwa, Jhang. His maternal grandfather Mirza Gul Muhammad was a renowned landowner of Amritsar. Munir received early education from Amritsar and at the time of Independence, he along with his family migrated to Rabwa. After passing his matriculation exams in first division, Munir joined PAF College, Risalpur in 1949 and graduated on 22 Dec 1955 with 26 GD (P) Course. After graduation, he was posted to elite No 14 Sqn and became the top-notch fighter pilot in a very short time. He also did Advanced Fighter Course on F-86 aircraft from USA and Jet Transition Course from Germany. On his return, he was posted to No 11 Sqn where he stayed for a year. He also had short stints of one year each in No 19 and No 5 Sqns of PAF.



A brilliant and dashing pilot, Munir was a man of endearing personality and popular figure (nicknamed Pha Munir) throughout the PAF. Always full of jokes and an extremely good shot, the heavy-built Munir had a slight stammer. Flying came naturally to Munir and for him life without flying was no life at all. He found his true metier only in the air and his whole life seemed to thrive on the excitement of flying and combat. The enviable list of his achievements was long. Munir was the proud member of PAF 'Falcons' aerobatic team and on 2 Feb 1958 this team made a world record in the history of aviation. On this red-letter day, for the first time a formation of 16 Sabre fighters under their renowned leader Wg Cdr Zafar Masud performed a loop during an air display at Masroor. Munir was also

a proud member of the famous 'Sabres Nine' aerobatics team, which continued to mesmerise the audience during early 60s.

Munir was happy and contented to stay as a Sqn Ldr in an operational Sqn throughout his career and never cared to appear in any promotion examination, which would have led him to a higher appointment with no flying duties. At times, his colleagues would tease him by saying that he was going to be posted to a staff job at Air Headquarters. This was enough to upset him and he would start pestering his superiors not to post him away from the flying job.



Sqn Ldr Muniruddin (centre) during a social evening at PAF Officers' Mess, Sargodha

Participation during 1965 War: Sqn Ldr Munir was posted at Sargodha as the Wing Ops Officer during the 1965 War. He never liked his desk job which was without action and always pleaded his Commander, Wg Cdr Anwar Shamim, to detail him for operational flying missions. From Sep 4-11, he took part in ten operational missions, which included close support especially in Chamb sector, destroying a number of tanks and armoured vehicles. He participated in combat missions nearly every day until he made the supreme sacrifice on Sep 11. For the first few days of the war, he did not get an opportunity to engage the enemy in aerial combat and was desperate to get a chance. His wish was fulfilled the day before his last mission, when he shot down an IAF Gnat fighter in a clash about 20 miles southeast of Ferozepur.

Brief Description of Shahadat: On 11 Sep 1965, Sqn Ldr Muniruddin Ahmed volunteered for the dangerous strike mission to destroy formidable Amritsar Radar station. Earlier attempts to destroy it (in which Munir was also the participant) proved to be futile as the target was well- camouflaged. Intelligence reports suggested that it was located in the centre of thickly populated Amritsar city and a battery of heavy ack-ack guns guarded it. The PAF leadership wanted to destroy the target at all costs so that air superiority could be achieved in the battle area. Munir considered the destruction of the Amritsar radar as personal challenge and being the Wing Ops Officer devised various tactics to neutralise this threat.

In the afternoon of the fateful day, Munir attended the briefing in which motive for the attack, location of the target, weather hazards and enemy defences were thoroughly discussed with the help of charts and maps. The TOT (Time On Target) was given and the pilots, carrying their parachutes and helmets, moved out of the operations room and headed towards the revetments where their Sabre

fighter-bombers were parked. They clambered into the cockpits and checked the controls and instruments meticulously. At the predetermined time, the engines came alive and the aircraft started rolling towards the beginning of the runway. At the beginning of the long asphalt stretch, the four Sabres got lined up with their engines humming with their graceful lines belying the destructive power stored in them. Only their gaping mouths looked sinister. Suddenly with a deafening roar, the engines came to life and the first two Sabres, with Wg Cdr Shamim and Sqn Ldr Munir as his wing man, bounded down the runway. Just short of the end of the runway, heavily loaded fighter-bombers lifted their graceful bodies and cut upward into the blue haze of the September sky. A few seconds later, the other two, with Flt Lt Imtiaz Ahmed Bhatti and Flt Lt Cecil Chaudhry in their cockpits, joined up and the four set course for the target. Another ten minutes and they were nearing the enemy territory. Down below through the haze and dust-laden atmosphere, they could see the might of the two belligerent armies engaged in a struggle of life and death. With eyes scanning the skies for enemy interceptors, they roared on into the hostile land. Sitting tense and alert in their cockpits, they were flying very low and the dust and haze had reduced the visibility to the minimum.

As the four fighters drew near the city of Amritsar, they beheld, despite poor visibility, the glistening beauty of the domes of the Golden Temple. Suddenly, the enemy guns opened up. First, it was spasmodic but as the target came closer the intensity of flak increased. All types of guns, light and heavy, seemed to be firing at them and the air was filled with tracers and orange balls of shells but the four fighters, undaunted, ploughed on towards their target. Munir, who was flying as deputy leader, made last- minute adjustments for the final run-in. The leader pulled for the attack, other followed. As Munir dived and delivered the lethal blow from his guns, all the enemy gunners seemed to focus their artillery on him. Munir's aircraft shuddered as a barrage of shells burst nearby; single-mindedly, he moved on through the web of fire.



Sqn Ldr Muniruddin (centre) with legendary Gp Capt F S Hussain (3rd from right) at Sargodha

As he pulled up after the attack, an enemy ack-ack shell hit Munir's Sabre. "I am hit," he told the leader in a cool and calm voice; and then the R/T went silent.

Shamim tried to contact him repeatedly but there was no response. He looked around but Munir was nowhere to be seen. A great pilot, a jubilant officer and a proud son of the soil was gone. Initially, he was declared missing in action as

his dead body was not found. Hectic efforts were made later by PAF but bore no fruitful results. He was posthumously awarded SJ by the Government of Pakistan.



Sqn Ldr Muniruddin (2nd from left) and Sqn Ldr Rafiqui (4th from right) at Sargodha

Citation of Gallantry Award: Sqn Ldr Munir Ahmed was awarded SJ posthumously for "displaying courage and determination in the face of heavy odds and beyond the call of duty." The citation reads, "During the war, a high-powered, heavily-defended radar station in Amritsar was eventually rendered infective after several determined missions by PAF fighters. In all these missions, Sqn Ldr Munir Ahmed unhesitatingly volunteered to fly and without regard for his personal safety exposed himself within the firing zone of enemy guns for long periods in attempts to locate and destroy the targets. In the final successful attack on Sep 11, he made the supreme sacrifice when his aircraft was fatally hit by the heavy concentration of ack-ack guns. Before his last sortie, Sqn Ldr Munir flew eight combat missions by persistently appealing to his colleagues to temporarily relieve him of his ground duties as Wing Operations Officer. In one of these missions, on his own initiative, he led his formation into Indian territory to seek out enemy fighters and shot down an IAF Gnat on Sep 10."

Family Details: Munir married Shahida Begum on 22 Oct 1958. The couple were blessed with a daughter Zehra Munir. Mrs Muniruddin died in Jan 1992. Zehra married Syed Zulfiqar Haider, an officer in WAPDA, and is blessed with four children. Her son Danyal, the proud grandson of Sqn Ldr Munir (Shaheed), is a young boy pursuing his primary education at Lahore.



Mrs Sqn Ldr Muniruddin (left) and Ms Zehra Munir

Flt Lt Saifullah Lodhi, SJ (Shaheed)



Name:	Saifullah Khan Lodhi
Pak No:	3839
Father's Name:	Abdullah Khan
Date of Birth:	11 Sep 1933
Place of Birth:	Jallandar, India
GD(P) Course:	24 GD (P)
Date of Commission:	25 Apr 1958
Date of Shahadat/Burial:	11 Sep 1965/University town graveyard Faisalabad
Gallantry Award:	SJ

Early Life/Career: Jallandar born Saifullah Lodhi was the direct descendent of the great warrior king Ibrahim Lodhi. At the time of independence, his family migrated to Pakistan and settled in Lyallpur (Faisalabad). His grandfather, Major Akbar Khan Lodhi, was a distinguished officer of Royal Army and had the singular honour of being the ADC of first viceroy of India. His father Abdullah Khan was a reputable police officer well- known for unflinching integrity. He instilled the sense of truthfulness in young Lodhi and played a key role in his grooming. Being brilliant in academics, Saifullah excelled in school and passed matriculation exams with distinction. His brilliance was not limited to studies only; he showed prowess on sporting turf as well and won the enviable title of "Best Athlete" during studies at Government College, Faisalabad. Later in his career, he represented the PAF's official hockey team in national games and won a gold medal.

With a dream to become an officer of air force, Lodhi joined RPAF College, Risalpur and graduated as an operational navigator in Apr 1958. Young Lodhi joined No 6 Sqn soon after his graduation and flew extensively on Bristol Freighter transport aircraft. With consistent hard work and unflinching dedication to flying duties, Lodhi soon earned the reputation of being a meticulous navigator of the Sqn. He was also among the proud few who were selected for flying on the newly inducted B-57 aircraft. After conversion on bombers, he initially joined No 7 Sqn at Mauripur and later joined No 24 Sqn equipped with RB-57 aircraft. As the war broke out in 1965, Lodhi was performing his duties in the same Sqn, under the

legendary command of Sqn Ldr M Iqbal. Lodhi flew day in and day out during the war and carried out large number of photo reconnaissance missions on unarmed B-57 aircraft deep inside enemy territory. He always volunteered to fly the most daring and challenging missions assigned to the Sqn.

Brief Description of Shahadat: Since the beginning of the 1965 Indo-Pak War, Amritsar radar proved to be a formidable target for PAF. The high-powered Indian GCI mobile Radar equipped with Soviet origin P-35 was stationed close to Amritsar airfield, but its location was interpreted through signal intercepts and calculated to be within a circle of probability of about 2 miles. Being a small pinpoint target, Amritsar radar was very difficult to hit with guns and rockets of F-86 aircraft. Incidentally, it was No 24 Sqn, which had earlier detected its approximate location and its type through repeated RB-57 ELINT (Electronic Intelligence) missions. The F-86 strike missions flown earlier were unsuccessful due to one or the other reasons and PAF had lost a very popular figure (Sqn Ldr Muniruddin Ahmed) to the heavy anti aircraft guns defending the radar. Sqn Ldr M Iqbal and Flt Lt G.A. Khan in their RB-57 flew a mission to determine the exact location of the site as the Indians had put dummy antennas around the actual position thus photos taken from RT 33 earlier were also of no help. During this mission, the RB-57 was hit by ground fire over the radar and returned home only with one engine, as the other engine had to be switched off in the air because of the damage sustained.

On 11 Sep 1965, Sqn Ldr M. Iqbal, the Sqn Cdr, along with brilliant navigator Flt Lt Saifullah Khan Lodhi, decided to practise their path finding role on a Pakistani radar. Lodhi was tasked to note the precise behaviour of received signal "lobe" depicted on the radar scope fitted in the back seat of the aircraft. It was decided that the practice mission be carried out on small PAF radar located at Rahwali, near Gujranwala. Due to lack of coordination and proper communication with the friendly radar, the ack-ack gunners at Rahwali were not aware of the practice attacks or perhaps they took their own B-57 aircraft for an enemy Canberra- the British version of B-57, which looked the same. In this misunderstanding, the gunners opened fire on their own B-57. The valiant crew tried to make desperate attempts to avoid the heavy ack-ack. The aircraft was hit; the pilot Sqn Ldr Iqbal ejected but was still fired upon and received the fatal bullet during parachute descent. Courageous Lodhi, who was glued to his radarscope, was monitoring the behaviour of received transmissions in the rear cockpit that was covered with curtain to darken the scope, had no chance, and went down with the aircraft. Luckily, the aircraft did not catch fire and after crash, his body was also retrieved. The martyrs' bodies were brought by helicopter to the home base at Peshawar. Flt Lt Lodhi was posthumously awarded SJ and is now resting in his eternal abode at University town graveyard in his hometown, Faisalabad.

A Remarkable Coincidence: This is also a twist of fate that his date of birth and date of Shahadat happen to be the same.

Citation of Gallantry Award: "Flt Lt Saifullah Khan Lodhi was a navigator of exceptional ability and a completely dedicated officer. He possessed unusual skill, enthusiasm, and drive, which enabled him to make a valuable contribution towards operations. He undertook several operational missions most cheerfully and enthusiastically, invariably attaining outstanding results. It was on one such mission on 11 Sep 65 that he lost his life. For his extreme dedication to duty, Flt Lt Saifullah Khan Lodhi is awarded SJ."

Family Details: Flt Lt Lodhi was unmarried. He had a sister named Shafqat Khanum, who also died recently, leaving behind a son Nosherwan Adil who is a businessman by profession and is settled in Karachi.

Flt Lt Yunus Hussain (Shaheed), SJ



Name:	Yunus Hussain
Pak No:	3857
Father's Name:	Khawaja Yusuf Hussain
Date of Birth:	1 Jun 1935
Place of Birth:	Panipat, India
GD(P) Course:	26 GD (P)
Date of Commission:	25 Jun 1958
Date of Shahadat:	6 Sep 1965
Gallantry Award:	SJ

Early Life/Career: Yunus was born eighteen years after the marriage of his father, Mr Khawaja Yusuf Hussain, a businessman by profession. The family belonged to historically famous town of Panipat in India. Although he was the only child of his parents, he was provided with a very modest upbringing due to weak financial position of his parents. Therefore, the early days of his life were a story of hardships and struggle for the acquisition of basic amenities of life, particularly education. At the time of partition, his family migrated to Pakistan and got settled in Jhang. He was admitted to Govt High School Jhang City, from where he passed his matriculation exams. Tall and handsome Yunus later did his FSc from Multan. Unable to continue further education, he was forced to take up a job at Lahore. During his early years, he was restless and dissatisfied with his job. However, he kept faith and knew one thing for sure that this could not be his destiny. His efforts for improvement took him to PAF Selection Centre at Lahore; he was rejected in his first attempt for being overage. However, who could deny him the destiny and glory preordained. Sometimes later, as tensions grew between Pakistan and India, PAF asked for volunteers under slightly relaxed rules. He once again presented himself and this time he was successful. He joined RPAF College in 1956.





Flt Cdt Yunus (3rd from right, last row) along with his course mates at PAF Risalpur (1956)

Brilliant and hardworking, Yunus showed outstanding performance during training and became the SUO (Sqn Under Officer) in the final term of his stay at Risalpur. After spending two busy years at RPAF College, promising Yunus earned his wings in 1958. After graduation, Yunus's professionalism saw no bounds. Flying was like second nature to him. His craze for flying led him to record the fastest 500 and then 1000 flying hours of PAF, a feat for which he was twice green endorsed by non other than Air Mshl Asghar Khan, the then C-in-C. His performance in various service courses was always second to none, be it the Fighter Leaders' Course or the F-104 Conversion Course. His active participation in the skirmishes in Dir-Bajaur Ops in 1960-62 was acknowledged and he was awarded with "Tamgha-i-Diffa." After serving various Sqns of PAF with pride, Yunus joined the elite No 5 Sqn under the leadership of brilliant Sqn Cdr, Sqn Ldr Rafiqui. Together they fought the war in 1965 and together they attained Shahadat in line of duty.

Brief Description of Gallantry: The fateful day of Sep 6 was ending. The sky was hazy and the sun had nearly gone down when a formation of three Sabre fighter-bombers of the PAF roared into the enemy territory. As they entered the hostile area, the leader of a returning PAF offensive mission came up on the radio, warning the leader about the presence of a large number of IAF aircraft inside enemy territory. Disregarding, the debonair and determined Rafiqui pressed on single-mindedly with his two compatriots, Flt Lt Cecil Chaudhry and Flt Lt Yunus Hussain, following close behind on his wings. It was the last PAF mission for the day; and at that time theirs were the only PAF aircraft in the enemy territory with no surprise element whatsoever in their favour. Their target was the important Indian Air Force base of Halwara, about 40 miles south of Jalandhar.

With eyes scanning the vast expanse of the Indian sky for enemy interceptors, the three fighters approached their target, but by then the last rays of the setting sun were completely engulfed by the thick haze on the western horizon. The Sabres, looking like hawks, searched for their prey but the failing light had obliterated the ground features beyond identification. Another three minutes passed when Rafiqui's voice came over the radio link;"Boys, let us go back; the light conditions are against us."

With reluctance and heavy hearts, the three valiant fighters banked into a turn. Hardly had they set course for the base when a swarm of enemy Hunters zoomed in for attack. They came in pairs, one after the other.

"Jettison stores," yelled the leader; and the Sabres bucked like wild horses as the external fuel tanks dropped off the wings. Soon Yunus came on the radio and said, 'Leader, let us go for them."

Rafiqui, in the meantime had manoeuvred his Sabre close behind his target. He pressed the gun-button and a stream of armour-piercing and incendiary bullets slammed into the fuselage and engine of the enemy, Point-Blank range! They relentlessly raked the Hunter and suddenly the darkening Indian sky was lit with a crimson flash as the enemy aircraft exploded.

The grim battle continued. Yards away from Rafiqui, Yunus was chasing another enemy fighter. He pulled up into a tight barrel roll, which helped him to get behind the Hunter. As the enemy aircraft came within range, Yunus opened a telling burst from his six lethal guns; the barrage of cannon fire touched off a fast-billowing smoke from the left wing of the ill-fated Hunter. Next moment a parachute blossomed and went down as the pilot bailed out. Suddenly, more Hunters joined the battle and the area became a hornet's nest sprawling with enemy aircraft.

Meanwhile, Rafiqui's aerial heroics continued. As one of the Hunters came within range, Rafiqui pressed his firing button. The guns remained silent; he pressed the button again but to no effect. The guns had jammed.

"My guns have jammed, Cecil, take over the lead. I'll cover you," called out Rafiqui on the radiotelephone and pulled sharply to one side to let Chaudhry get ahead. The gallant hero, though unarmed, had refused to quit the battle and supported his wing men so that they could continue the fight. Undaunted by the numerical superiority of the enemy aircraft, Yunus and Chaudhry leaped on the Hunters. Meanwhile, Rafiqui, like a seasoned leader, flew on the defence covering Chaudhry and Yunus while they were blasting the enemy. As the dogfight continued, Yunus scanned the skies but there was no trace of their gallant leader. Rafiqui was gone. He attained Shahadat in keeping with the rich traditions of PAF.

Stung by the loss of their leader, Chaudhry and Yunus made a tight turn and furiously broke into the two Hunters. With Yunus covering the 'tail', Chaudhry manoeuvred to get behind the second Hunter; and as the enemy came within range and he was about to press the trigger, he heard a thud. He looked back and saw Yunus aircraft explode in the air. He did not see him bailing out. Courageous Yunus was also gone. The journey that had started in 1936 had come to an abrupt end, though, in the finest traditions of PAF.

With Rafiqui and Yunus gone, Flt Lt Cecil Chaudhry banked for home with four enemy fighters after his blood. He was in a grim situation with Hunters trying

all the tricks to get the lone Sabre. He made tight turns to dodge the enemy but they followed. Then suddenly he peeled off into a steep dive down to the deck. He pulled up just above the trees and levelled off. Seconds after agonising seconds passed until the lone fighter crossed the Beas River. The land of safety was a couple of minutes away and the enemy thought it futile to continue the chase. Flt Lt Cecil Chaudhry landed back at Sargodha alone, without his gallant leader and the brave comrade.

Brave men must die so that the nation lives. Sqn Ldr Rafiqui and Flt Lt Yunus had done just that to keep burning the torch of honour and freedom. They are gone but one thing is for sure; their heroics deeds during 1965 war would continue to inspire generations of PAF fighter pilots in the years to come.

Citation of Gallantry Award: "Flt Lt Yunus fought in air battle over enemy territory aggressively, fearlessly and with great professional skill. On 6 Sep while attacking Halwara airfield, a large number of enemy aircraft intercepted his small formation. He fought them with exceptional gallantry exceeding all limits and in the process shot down two Hunters. Although his aircraft was hit, he refused to break off engagement in complete disregard to his personal safety. He became a symbol of courage and professional ability for the other pilots. For his valour, professional skill and devotion to duty; he is awarded SJ."

Family Details: Yunus married Surayya Jabeen in 1961, the eldest daughter of a Lahore based Kashmiri family. Yunus's happiness knew no bounds when he became the father of his first child, Sajad, born in 1962. His younger son Fawad was born on 22 Aug 1965. He was only 22 days old when his gallant father embraced Shahadat.

Surayya Begum, the widow of Yunus Shaheed, is also the proud sister of Air Chief Marshal Mushaf Ali Mir, who embraced Shahadat in an unfortunate Fokker air accident near Kohat in 2002. Following in the footsteps of their legendary father, Sajad and Fawad, later joined PAF. Sajad became an Air Defence Controller and has recently retired as an Air Cdre. Fawad joined PAF as an Aeronautical Engineer and is presently serving as an Air Cdre.



Air Cdre Sajjad Yunus (1st from left-sitting), Mrs Yunus (sitting in centre) and Air Cdre Fawad Yunus (1st from right-sitting) along with family members

LAC M Anwer Hussain Khan (Shaheed), TJ



Name:	M Anwer Hussain Khan
Pak No:	66578
Trade:	Radar Mechanic
Father's Name:	Abdul Lais Khan
Date of Birth:	30 Nov 1943
Place of Birth:	Dattergaon, Dacca (East Pakistan) Bangladesh
Date of Enrolment:	14 Apr 1962
Date of Shahadat:	21 Sep 1965
Gallantry Award:	TJ

Early Life/Career: Anwer Hussain Khan was born in East Pakistan. After acquiring early education at home, he passed his matriculation exam from Govt High School, Dacca. Fascinated by the lives of air warriors, Anwer decided to join Pakistan Air Force. After selection, he successfully completed the initial training at Recruit Training School, Kohat and became Radar Mechanic. After training he got posted to PAF Base Mauripur, (Masroor) Karachi. Within a few weeks of reporting at his first unit, young Anwer proved himself as a highly dedicated and hardworking technician. As war clouds started to hover above Pak and India in 1965, PAF swung into action. All the PAF's FOBs (Forward Operating Bases) were activated immediately and Anwer got his deployment to Badin.

Brief Description of Gallantry: On 21 Sep 1965, PAF Base, Badin came under heavy Indian air attack. During the air raid, LAC Anwer was manning a very important area, which housed very sensitive service equipment, inevitable for various PAF missions. As IAF fighters approached to unleash their bombs on Badin, Anwer catapulted into action. Undaunted, he ran to save the valuable PAF assets and moved the sensitive equipment away from danger. However, few rockets landed within the close proximity of Anwer's area of responsibility and within no time, towering flames engulfed the whole area. The place that Anwer was protecting was now nothing but a huge ball of fire. It seemed that the entire area had been pulverised. However, after a few moments, through thick black smoke, several baffled and shocked onlookers saw a figure grabbing the available fire fighting equipment, trying to extinguish the raging inferno. That lone person was LAC Anwer who, instead of running to safety, was now fearlessly battling

the massive flames oblivious of the impending danger. Though badly bruised by scorching heat and flames, he managed to save the large number of sensitive PAF equipment. In the pursuit, Anwer got severe burn injuries but continued with his heroics feats.

Later, the brave son of Pakistan succumbed to injuries but never surrendered against odds.

Citation of Gallantry Award: "Leading Aircraftman Anwer Hussain was on duty at a vital point. His position was rocketed by enemy aircraft and the place caught fire. Anwer Hussain was the only person on duty over there. He fought the fire single-handedly with the available fire appliances, managed to control it, and thus saved expensive equipment. His death is an example of courage and unfaltering devotion to duty, service as well as to the country. He is awarded TJ."

Family Details: Anwer belonged to a deeply religious family. His parents, though not financially sound, had devoted their lives to help the poor and needy. He had two sisters, Ms Nur Jehan Begum and Ms Hosh Nigar Begum; both married and settled in their native town.

Chapter 4

Decorated Ghazi of 1965 War

Air Mshl Nur Khan, HJ, HQA, HS, SPk, SQA

(C-in-C PAF, 1965-1968)



Name:	Malik Nur Khan
Pak No:	Pak 1658
Father's Name	Malik Mehar Khan
Date of Birth:	22 Feb 1923
Place of Birth:	Taman
GD(P) Course:	6th Pilots Course (PC) (RIAF Pre-Partition)
Date of Commission:	Joined IAF 6-1-1941
Date of Retirement:	1 Sep 1969
Date of Demise:	15 Dec 2011
Gallantry Awards:	HJ, HS
Foreign Awards:	Jordanian Order of Istiqlal (2nd Class), Commander of the National Order of the Cedars of Lebanon, Grand Officer in the Order of Range Nassau with Swords by the Dutch Government.

Early Life/Career: Malik Nur Khan was born on 22nd Feb 1923 at Taman. He hailed from a family with military traditions, whose elders belonged to the Malik Awan tribe of ancient repute. His father, Malik Mehr Khan, was a captain in the Indian Army and served in 20th Lancers. His maternal grandfather, Malik Ameer Muhammad Khan, was the Nawab of Kalabagh. Nur Khan got his primary education from Government Middle School Taman. After finishing his fifth class, he was admitted to Prince of Wales Royal Indian Military College (RIMC), Dehra Dun. At RIMC, he emerged as a promising young cadet and showed all-round performance in curricular and co-curricular activities.



To satiate his flying urge, Malik Nur Khan learnt flying at Lahore Flying Club Walton at the family expense. On successful completion of flying training, he got his pilot's A-licence on Tiger Moth biplane. He later applied and was inducted in the Indian Air Force volunteer reserve. In Dec 1940, he went for air crew training. He was commissioned on 6 Jan 1941 as a fighter pilot in the Royal Indian Air Force at the age of seventeen years and ten months only. He

belonged to the 6th Pilots Course (PC) of RIAF. The course was unique in that it had other Muslim officers who later formed the backbone of the new PAF. They included Plt Off Asghar Khan, who due to his Army service had seniority above him, Plt Off M Akhtar and Plt Off M M A Cheema; all of them later rose to senior positions in PAF.

After initial training, he flew with RAF instructors on the more powerful Hawker Hart and Audax biplanes. On completion of the course, he earned the honour to be the only student of his course to have achieved "Above Average" assessments in armament, gunnery and bombing.

His first posting after training was to No 3 Sqn at Kohat in Dec 1941. The Sqn then was equipped with Hawker Audaxes. Over the following year, he would fly proscription sorties in the Miranshah area, dropping leaflets, flying road opening sorties, occasionally undertaking punitive bombing against warlords. In Oct 1942, he was promoted to the rank of Flg Off, along with Asghar, Cheema and Akhtar who happened to be with the same Sqn as well. Nur Khan stayed with 3 Sqn till mid 1943 at which point he went for Vengeance Conversion at the Operational Training Unit in Peshawar.



On 8th May 1944, Nur Khan reported to No 7 Sqn which was at that time operating the Vultee Vengeance Dive bomber under Sqn Ldr Hem Chaudhry. Nur Khan was put in 'B' Flt then under the command of Flt Lt Erlic Pinto. (Interestingly- the other Flt Cdr of the Sqn was none other than P C Lal, who later went on to command the IAF in 1965, opposite Air Mshl Nur Khan). Nur Khan flew his first dive-bombing sorties two days later on the 10th. Over the next month, Nur Khan flew several missions. By 12th Jun 1944, the Sqn found itself relocated to Charra. During this time, Nur Khan took over the role of the Sqn Sports Officer.

In Nov 1944, the Sqn converted to the Hurricane fighter-bomber. Towards the end of Jan 1945, he was posted to No 9 Sqn, which was then equipped with Hurricanes on the Burma Front. He actively participated in the war and flew numerous successful close support missions against Japanese army. It was here that Nur Khan honed his flying skills and soon became famous, sometimes bordering on being a reckless pilot. In those days, Nur Khan used to make landing approaches in a Hurricane - while flying inverted! This involved approaching the runway for landing in inverted position, then at the right moment lower the undercarriage (which in this case would open upwards) and then does a last-minute roll before flare out and touch down. Handling a Hurricane during such a manoeuvre required utmost confidence and handling skills. One can easily deduce that Nur Khan was a "Flying Genius," never losing an opportunity to fly a new type of aircraft. Even in his last years in PAF, he ensured that he was up to speed on all new aircraft being inducted, flying such types as the F-104, F-6 and the Mirage III aircraft.

After less than six months with No 9 Sqn, Nur Khan earned his promotion to the rank of Flt Lt and was posted to No 4 Sqn RIAF in Jun 1945. No 4 Sqn was at Yelahanka, flying the Spitfire VIII under the command of Sqn Ldr Boyd-Berry.



Flg Off Nur Khan during World War II days

No 4 Sqn soon moved to Japan as part of the British Common Wealth Occupation Force in early 1946. In one of the first display flights over Japan, Nur Khan led a formation of Ten Spitfires in the shape of a "4." His stint as a Flt Cdr lasted about 18 months and in Nov 1946, Nur Khan was transferred to the HQ BCAIR (The Air Component of the BCOF) as a Staff Officer in the rank of Sqn Ldr. When the Indian Component of BCOF wound up in Japan, Independence was around the corner. The Indian Armed Forces were being partitioned and officers being given options to join one or the other country. As he hailed from an area of Punjab that is now part of Pakistan, and for the fact that many of his colleagues he served with in 3 and 9 Sqns were going to Pakistan (Asghar, Cheema etc), it was a natural decision for Nur Khan to opt for PAF.

Nur Khan Opts for Pakistan: On the eve of partition in 1947, Nur Khan was given the prestigious command of Chaklala Air Base. In Jan 1948, he was sent to London to serve as a Liaison Officer at the Pakistan High Commission. After a brief stay there, he returned to Pakistan in Sep 1948 and was posted as Commandant of PAF College at Risalpur. Later, he served as Director of Organisation in Air Headquarters from Jan 1950 till Mar 1951, and remained involved in the induction of aircraft under US military aid. He also pursued the procurement of F-86s instead of F-84s. During the Indo-Pak conflict in 1965, the world witnessed the stunning performance of the aircrew and the aircraft. He commanded Peshawar Station from 1955 to 1956. Having commanded PAF Station Mauripur from 1956 to 1957 and accomplishing the task of converting PAF from piston to Jet-engine aircraft, he served at Air Headquarters before he was appointed as Air Officer Commanding of the first re-organised Operation Group. When Field Marshal Ayub Khan came into power in 1958, he appointed Air Cdre Nur Khan as Managing Director PIA and Chief Administrator of Civil Aviation and Tourism in Mar 1959. His passion for flying was not limited to flying fighter aircraft but he also tried his hands on civil airliners. As the head of PIA Investments Limited, he put up 5 five- star hotels, like the Roosevelt in New York, Scribe in Paris, Centre Hotel in Abu Dhabi and Minhal in Riyadh. He also set up the Intercontinental chain of hotels in Pakistan and the Malam Jabba ski resort.

At the Helm: On 23 Jul 1965, Nur Khan was back in PAF as its C-in-C. He took quick briefs and underwent a conversion on advanced jet fighters on the PAF inventory. Being away from fighter cockpit for about six years, he did quick checkout on T-33, before converting on F-104, the Star Fighter. He also flew Sabres and soon got into the groove.

As C-in-C of PAF, he established the foundations of aggressive tactics, construed the time according to situation, and adopted ways and means that were in the best interest of service. As a true leader, he knew the art of winning hearts and minds of



Air Mshl Nur Khan (MD PIA) meeting the Chinese Premier at Beijing, China (1963)



Air Mshl Nur Khan flying the PIA's commercial jet aircraft as MD PIA (1964)

the under command. He remained involved in the affairs of the PAF airmen, cared for them and took actions that raised their morale.

As PAF Chief, it was his leadership that in 1965 War, he led a small but courageous and well-trained air force that faced and knocked out three times bigger air force. Each one gave his best during the war. The world saw him, his war strategy, and his force that gained air superiority in the first 24 hours. The war ended with lot of success and glory. While expressing his feelings about being an aviator and the War, he said, "It was good fortune to have assessed the

situation correctly and to have commanded an organisation of 100% dedicated pilots, ground crew and technicians', the performance of men was far beyond the expectations."

His Leadership at the Best: Under the visionary leadership of Air Mshl Nur Khan, the aim of PAF was to neutralise selected vital elements of IAF by strikes in strength against them in order to reduce the margin of superiority of IAF, thereby preventing it from interfering effectively in the land battle. His plan worked well and PAF did superbly in the war. The resilient PAF pilots under him blasted the enemy aircraft out of skies and shattered them on ground; they pounded their airfields and installations and demolished their radars; they smashed their tanks and guns on the battlefield and blew their trains on the tracks. With their Sabres, Star Fighters, B-57s, C-130s, and even with Harvards and T-33s, they wrought such havoc in the enemy's ranks that the enemy had no stomach left to fight.

Despite all its weaknesses and lapses in the face of an opponent four times its size, the men in blue under the legendary command of Air Mshl Nur Khan came out of the duel with flying colours. Much credit goes to the icon, Air Mshl Nur Khan.

Restructuring the PAF Fleet: After the ceasefire in 1965 War, Pakistan suffered from US sanctions and Arms Embargo, which adversely affected PAF and all of its US - based weapon systems were grounded. At this very crucial juncture, Air Mshl Nur Khan once again rose to the occasion. He called upon his visionary skills by looking to China for military assistance to overcome the considerable problems the PAF had suffered from a lack of spares. He made two visits to China for the procurement of F-6s. The first was in Nov 1965 and second in Dec 1967. Normally, PM Chou En Lai did not meet Military Chiefs, but he had a liking for Nur Khan and thus graciously had dinner with him. "F-6s were provided to PAF promptly at a crucial juncture that too at almost free of cost".

Nur Khan also played a key role in the selection and procurement of state-of-the-art French Mirage aircraft as well. He made considerable efforts in convincing the French to deliver the aircraft as per the PAF requirements. His relentless efforts bore fruit in Mar 1968 when the first batch of Mirage III Es landed at Sargodha.

Later Endeavours: Air Mshl Nur Khan can be truly termed as an icon who not only excelled as the best C-in-C but also led from the front, wherever he was placed to lead. After retirement in Jul 1969, Air Mshl Nur Khan held various senior administrative posts in the government. The prominent positions include Governor West Pakistan, Chairman PIA, Minister of Labour, Education, and Head of Hockey, Cricket and Squash. He is known as a great sports enthusiast. During his times, Cricket, Hockey, and Squash flourished in Pakistan,thus winning the major titles in each of these sports.

Praise from an Israeli Air Force Chief: Air Mshl Nur Khan was also part of the Pakistani contingent that clashed with the Israeli Air Force during the Six - Day War. In fact, the President of Israel, Ezer Weizman, who was also the Commander of the Israeli Air Force and the Minister of Defence of Israel, wrote in his autobiography that: "Nr Khan was a formidable fellow and I was glad that he was Pakistani and not Egyptian".



Air Mshl Nur Khan (left) getting ready to fly the Star Fighter at Sargodha (1965)



Air Mshl Nur Khan in the cockpit of Star Fighter at Sargodha (1965)

Citation of the Gallantry Award: "Air Mshl Nur Khan assumed command of PAF in Jul 1965. During 1965 War, he set a personal example by flying several operational missions that kept the morale of his officers and men at an exceptionally higher level. His inspiring leadership and selfless devotion to duty significantly affected the course of air war in which PAF managed to dictate terms to an overwhelmingly larger and better-equipped enemy. For his valour, courage, and distinguished leadership during 1965 War, he was conferred upon the gallantry award of HJ".



Family Details: Malik Nur Khan got married to Begum Farhat in 1952. She stood shoulder-to-shoulder to him through every thick and thin, providing care and happiness to the family and bringing up the children in the best possible manner. They were blessed with four



Air Mshl Nur Khan being received by his predecessor, Air Mshl Asghar Khan during the change of command ceremony



Air Mshl Nur Khan receiving Shah of Iran at Karachi (1964)

children, a son Mansur Khan and three daughters, Faiqa, Nighat and Asma. All his children are happily married and settled with their families.



Air Mshl Nur Khan talking to aircraft technicians during 1965 War at Sargodha

Honours and Awards: Air Mshl Nur Khan was a very proud, patriotic, devoted and decorated "SON" of Pakistan. His charismatic personality, dynamic leadership, visionary wisdom, razor-sharp intelligence, outstanding management abilities, and inexhaustible diligence made him the most accomplished person. His long, distinguished, and illustrious services in diverse fields earned him a name that would be surely remembered until the end of times. He was the man with Midas touch; whatever he touched became gold, whatever he envisaged became reality, whatever he pursued became exemplary- truly "Giant among Men." His services were acknowledged both at national and international levels. He was the proud recipient of various military and civil honours which included SPk, SQA HJ and HSt. The King of Jordan awarded him the Order of Istiqlal (2nd Class) and was decorated as Commander of the National Order of the Cedars by the President of Lebanon, besides the award of Grand Officer in the order of Range Nassau with Swords by the Dutch Government.

End of the Hero: The saga of epic quests and achievements ended when the legend expired on Dec 15, 2011, leaving behind a trail of courage, professionalism, and dedication for the nation to cherish and follow. An ace fighter pilot, a visionary commander, and an epitome of a leader, Air Mshl Nur Khan was given a historic farewell at his service funeral held at Islamabad. Air Chiefs, Generals, officers, men, civilians and common people gathered at PAF Complex E-9 on the hazy afternoon of 15 Dec to say good-bye to the legend. A smartly turned out contingent

of PAF personnel carried his casket wrapped in national colour. Later in the afternoon, he was laid to rest with full military honours in his native town at Taman.

The nation has very befittingly acknowledged the services of the great leader. A postal stamp was issued on his first death anniversary. PAF has renamed one of its Main Operating Bases at Chaklala after his name as 'PAF Base Nur Khan', located in the centre of Rawalpindi, which reminds the nation of the countless services rendered by the proud son of the soil.



Air Mshl Nur Khan along with his family during a picnic trip to his native town



The Legend being taken to his final resting place



Commemorative postal stamp issued by Pakistan Post in the memory of Air Mshl Nur Khan



Air Chf Mshl Tahir Rafique Butt and Air Mshl Asghar Khan inaugurating the Renaming Ceremony of PAF Chaklala to PAF Base Nur Khan

Air Cdre Zafar Masud, HJ, SBt



Name:	Muhammad Zafar Masud
Pak No:	3314
Father's Name:	Zafar Hussain Khan
Date of Birth:	17-10-1927
Place of Birth:	Lahore
GD(P) Course:	Pre-Partition Commission
Date of Commission:	25 Feb 1946
Date of Retirement:	1 Jul 1971
Date of Demise/Burial:	7 Oct 2003/PAF graveyard Chaklala
Gallantry Award:	HJ

Early Life/Career: Coming from a Gujranwala family, Zafar Masud was brilliant since childhood. His father Zafar Hussain Khan, senior officer of Indian Western Railway Board, was a noble officer of enviable reputation. Being a strict disciplinarian, he played a key role in the character building of young Masud. The family was settled in Delhi long before partition and Masud did matriculation from Model High School in 1942. With a dream to become a fighter pilot, Masud joined RIAF and got commission on 25 Feb 1946. At the time of Independence, Zafar Masud opted for Pakistan and thus became the youngest pioneer of the newly born Royal Pakistan Air Force. In 1948, Flt Lt Zafar Masud was deployed in Dhamial Army Air Base where he was put as in-charge of air campaigns during the Kashmir War. As the war intensified, Zafar Masud was sent to Skardu Airport where he took active participation in air missions under the command of Sqn Ldr (Later Air Cdre) Mukhtar Dogar. In 1948, after the war, Masud joined the RPAF College where he imparted flying training to young cadets of PAF. Zafar also saw action at Miranshah where No 9 Sqn was deployed to safeguard the western borders of newly born state. While flying Hawker Furies at Miranshah,



Flt Lt Zafar Masud (first from right) at Mauripur

he participated in numerous army close support missions against miscreants. As the PAF entered the Jet Age with the arrival of modern 'Attacker' jet aircraft, Zafar Masud was among the very few to get operationalised on the new weapon system. Being the member of No 11 Sqn, he was the proud member of the first PAF jet aerobatic team 'Paybills' under the legendary command of famous F S Hussain.



Sqn Ldr Zafar Masud (sitting 2nd from right), Wg Cdr Rahim Khan, OC No 11 Attacker Sqn, (sitting centre) along with pilots of No 11 Sqn at Drigh Road

Career Achievements: In 1958 Air Mshl Asghar Khan chose Wing Commander Masud to organise, train and lead an aerobatic team of 16 Sabre jets that later set a world record, validating the PAF's place among the well-regarded air arms of the world. 'Flight', an international aviation magazine of great credibility and reputation, published an article pressing PAF for the exceptional world record. Masud's heroic feats made the headline world over. Within months of that event, Masud was assigned to set up and command the Fighter Leaders' School, the premier institution of PAF that today runs under the name of Combat Commanders' School. Masud worked day in and day out to establish the elite FLS with international standards. He was its first Squadron Commander as well. England was the next stop in the illustrious career of great Masud. At UK, he proved his mettle and made the nation proud by achieving the 'Best Foreign Student' award.



Heroic Feats in 1965 War: Since his early career, ever visible was the infectious idealism in his personality– the reason for his nickname (Zafar Masud), an allusion to the fictional 'Walter Mitty' – that drove him to set for himself and his subordinates difficult-to-achieve standards. An exceptional fighter pilot, Masud was at his best when given really challenging assignments, but even when asked to take on some ordinary tasks, he tackled those with great energy and inventiveness. Quite remarkably, within days of taking over a new unit, the men under him would begin to identify with his goals, and the experience always left them better trained and stronger advocates of professional values. In 1965, Gp Capt Zafar Masud became a war hero for his courageous leadership as commander of Pakistan's key air base at Sargodha. The team of officers and men under Masud fought back the Indian Air Force assaults on Sargodha with skill and disciplined confidence. Simultaneously, they punished the IAF in other combat zones and assisted in halting the Indian Army from Sialkot to Kasur. Among his pilots were dead and living heroes the nation has come to know well: Rafiqui, Alam, Munir, Alauddin Ahmed, Yunus,

Middlecoat, Yusuf Ali Khan, and Cecil Chaudhry. Masud's men gave the best that he demanded of them, and for his war leadership he was given a high medal for valour, the HJ. Perhaps the biggest contribution made by brilliant Zafar Masud during the war was the defence of most vulnerable and strategically important installation of PAF, the Sargodha Air Base. Sargodha, under the command of Gp Capt Zafar Masud, was fully prepared to meet the challenge of IAF's retaliatory attacks on 7 Sep. The Indian authors in their book 'Fiza'ya' have acknowledged the role played by PAF commanders in thwarting the IAF attack on 7 Sep against Sargodha Base.



At the helm of affairs during 1965 War at Sargodha

Under the command of Zafar Masud, Sargodha and, to a lesser extent, Peshawar posed the greatest threat to the forward bases of the IAF. In addition, Sargodha, in conjunction with Sakesar radar, was the pivot of the PAF's entire air defence system in the vital sector. He also played a key role in motivating the men behind the scenes, the maintenance personnel. These resolute men had a very difficult role to play. However, their heroic performance during the war was yet another prime factor in PAF's overall brilliant performance in operations. Recovery of aircraft damaged by the enemy action, day and night arming, refuelling and maintenance were performed by the technicians, with the zeal, to achieve hitherto impossible flying rates. These unwarranted conditions were suddenly thrust upon them –no previous exercise could have possibly simulated this degree of realism-and they rose to the challenge like true zealots. A part of the overall credit also went to Zafar Masud as the commander of these operations.

The post war analysis of the war reflected that 33 IAF attacks on Sargodha caused negligible damage only. The IAF was defeated in the battle for Sargodha and lost the battle for air superiority and the urge to fight the PAF in the air; thanks to able command of Gp Capt Zafar Masud.

Citation of Gallantry Award: "As Commanding Officer of the most important operational station of the Pakistan Air Force, Group Captain Muhammad Zafar Masud showed great qualities of leadership, devotion to duty and organising ability in the conduct of air operations against the enemy. On the day and night of 7th Sep, 1965 in particular, when the enemy made five successive attacks on our air fields and their installations with Canberra bombers, Hunter and Mystere fighter bombers, the cool courage and determination with which the whole station faced the attacks and heavy damage inflicted by its fighters on the enemy aircraft clearly indicated the high morale and professional efficiency achieved by the station personnel under the command of

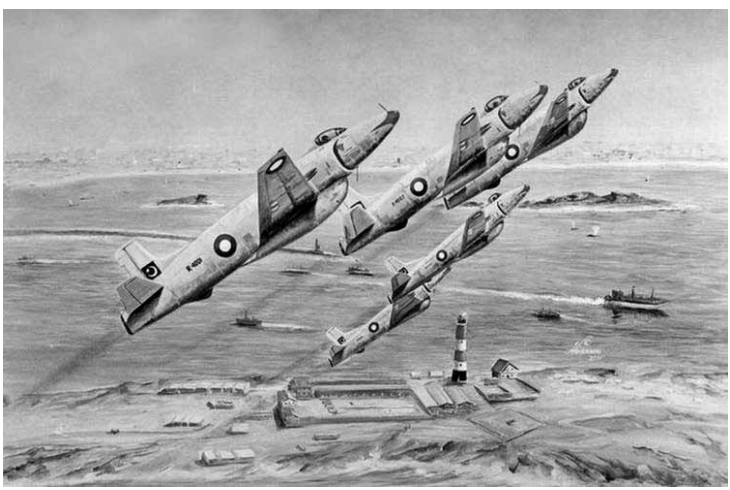


Group Captain Masud. For his contribution to the success of the Pakistan Air Force operation against the enemy during the war, Group Captain Muhammad Zafar Masud is awarded HJ."

In the post-war years, he continued to add to his reputation by excelling in other pivotal appointments including ACAS (Operations). By the late 1960s, Masud, now an Air Cdre, was widely respected and regarded as a probable future Air Force Chief. In Apr 1970, he was assigned to Dacca as the top PAF Commander



Wg Cdr Masud giving last minute briefing to Flt Lt Hameed Anwar before proceeding on a practice mission of 'Falcons' aerobatic team at Mauripur 1958



The 'Paybills' PAF's First Jet Aerobatics Team



Flt Lt Zafar Masud (2nd from right) along with pilots in front of a No 9 Sqn Tempest at Peshawar



Gp Capt Zafar Masud (sitting 2nd from left), Air Mshl Asghar Khan, C-in-C, PAF (centre) along with pilots of No 9 Sqn at PAF station Sargodha (1963)



Gp Capt Zafar Masud (Station Commander PAF Sargodha) receiving Air Mshl Nur Khan in his office at Sargodha

in the Eastern Wing. However, the sequence of tragic events that came one after another at Dacca brought his illustrious career in PAF to an abrupt end.

Family Details: Masud married Elizabeth Harniette, a German Lady, on 26 Jun 1959 at Karachi. He remained happily married to his devoted wife for 45 years. Their son Salaar born on 10 Mar 1961 who works as a software analyst in Europe. Elizabeth Masud spoke Urdu fluently. She was a leading member of the PAF Women's Association and made strong contributions to the families' welfare schemes. She was especially supportive of her husband's particular attention to the living conditions of the lower paid employees. Many still remember fondly her energy and enthusiasm in projects dealing with child care and pre-school education at the PAF Bases at which Masud served in various capacities. Elizabeth, despite her own frail health, remained by her husband's side during his long and difficult battle against Parkinson's disease.

End of the Hero: One of the PAF's most courageous leaders, Air Cdre M Zafar Masud breathed his last on 7 Oct 2003 due to a cardiac arrest. The great warrior, epitome of leadership and a visionary commander was given hero's farewell by the entire rank and file of PAF. Later, the gallant son of Pakistan was laid to rest with full military honours in his eternal abode at PAF graveyard in Chaklala.



Air Cdre Zafar Masud's eternal abode at PAF graveyard Chaklala

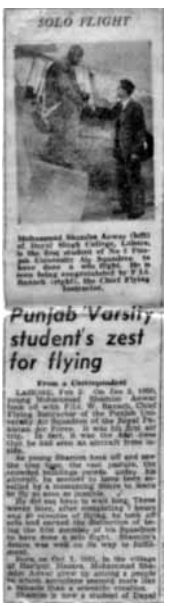
Air Chf Mshl Anwar Shamim, NI(M), SJ



Name:	Muhammad Anwar Shamim
Pak No:	3657
Father's Name:	Muhammad Rafiq
Date of Birth:	1 Oct 1931
Place of Birth:	Haripur, Hazara
GD(P) Course:	10 GD (P)
Date of Commission:	9 Dec 1954
Date of Retirement:	6 Mar 1985
Date of Demise/Burial:	4 Jan 2013/H-11 graveyard, Islamabad
Gallantry Award:	SJ



Early Life/Career: It was a cold Sunday evening at Usterzai Payan, a small village near Kohat. A five-year boy was playing in the courtyard of his house when he suddenly saw a biplane crossing overhead. The boy was amazed to see a plane for the first time in his life. He waved to the dashing pilot, wearing leather helmet with big goggles. To his utter delight, the pilot waved back at the boy. The vivid red scarf fluttering behind the pilots head fascinated the young boy the most. At that point in time, the young boy made a firm resolve to be a pilot. The history bears testimony to the fact that the boy later became one of the finest fighter pilots of his times and was honoured with the command of PAF. The boy was none other than Air Chf Mshl Anwar Shamim.


SOLO FLIGHT

Punjab Varsity student's zest for flying

Shamim was born to an educated family of Muhammad Rafiq, who was a reputable educationist by profession. The family hailed from Haripur, Hazara. His father remained associated with teaching for a long time. He served in various schools of the area and later became principal and served in that

capacity in three high schools in Hazara District prior to his retirement. Shamim received early education in his native town; then proceeded to Government College Cambelpur (Attock), and subsequently joined Dyal Singh College, Lahore. He became a member of the then functional University Air Squadron to begin his childhood dream career of a fighter pilot in PAF. During training at the Air Squadron, Shamim's name hit the headlines of the major national newspapers when he went for his first solo on gliders at a stunningly young age of 19, becoming the first member to earn this rare feat.

He joined RPAF College, Risalpur in 1952 and gave all-round performance during training. He was the colour holder of Hockey and Basketball at the college. Shamim showed great promise in initial tenure at Risalpur and he along with Azim Daudpota (later became Air Mshl) was spotted for Advanced Flying Training at Royal Australian Air Force College, Point Cook. His all-round performance continued at Australia as well. He was the member of Academy Hockey and Cricket teams at Point Cook. After spending two eventful years at Point Cook in 1954, he returned with a glittering flying wing on his chest and a half stripe on his shoulder. After graduation, Shamim joined the elite No 11 Sqn where he further honed his flying skills and became the top professional in no time. In 1960, Shamim did Fighter Leaders' Course from Mauripur and won the coveted Best Pilot Trophy for being the distinguished and Best Fighter Pilot of the course. After spending a year at Risalpur as flying instructor, Shamim took over the command of prestigious No 11 Sqn and led the unit with distinction.



Anwar Shamim (sitting 2nd from right) as member of Academy Hockey team at Point Cook Australia



Anwar Shamim (centre) during training at RAAF Academy at Point Cook

Heroic performance during 1965 War: During the Indo-Pak War of 1965, Wg Cdr Shamim was commanding the No 33 Fighter Wing at Sargodha. He not only actively participated in the air operations during the war but also played a key role in honing the skills of select group of fighter pilots under his command. He led the Wing from the front and discharged his duties with utmost dedication. With the outbreak of war in the first week of Sep 1965, the IAF Amritsar radar (Call sign 'Fish Oil') posed a substantial challenge to PAF in carrying out air operations at will. The radar station was situated just across the border from Lahore near the famous Amritsar city It needed to be eliminated at all costs and the task of

destroying 'Fish Oil' was given to Shamim's Wing. After the first abortive missions against Amritsar on 6 Sep, Shamim planned the next move on 7 Sep when attempts were made to locate radar by photographic reconnaissance. RT-33s of 20 Sqn were initially used for this task, operating un-escorted at low level, and their results were sufficiently accurate for locating the site of 'Fish Oil'.

The first attack, as a result of this intelligence, was launched on 9 Sep. Four F-86s from No 33 Wing of Sargodha hedgehopped for fifteen minutes across the border to Amritsar in poor visibility, dropping bombs on the radar site. Despite the adverse weather conditions, the 4 Sabres came across part of the Amritsar complex after setting course from their IP (Initial Point), and the accuracy of their navigation was confirmed by the heavy ack-ack fire encountered in the target area. Flt Lt Bhatti, who was leading the mission, delivered his bombs close to the site, although slightly to one side. His No 2, the ebullient Sqn Ldr Munir, pulled up into a textbook attack pattern over the site, but then lost visual contact with the target because of the thick haze. Further attempts to continue the attack were then abandoned following warnings from Sakesar of large numbers of IAF fighters racing towards the scene from the nearby airfields.



Three member team (Wg Cdr Anwar Shamim in centre, flanked by Flt Lt Cecil Chaudhry and Flt Lt Imtiaz Bhatti)which destroyed the Amritsar radar during 1965 war

On the following day, 10 Sep, PAF followed up with further 2 missions against Amritsar radar by a total of 12 F-86s from Sargodha, escorted by 2 F-104s as top cover. For these attacks, first by 4 F-86s escorted by two F-104s, followed by another 4 F-86s with 4 more as top cover; primary armament comprised 2.75 inch rockets. However, it was soon found that the dust, smoke, and debris from delivery of the first aircraft's weapons restricted visibility to such an extent that it was impossible for subsequent pilots to achieve an accurate aim. Slight damage was caused to some parts of the radar installation but unfortunately for the PAF, 'Fish Oil' was soon in operation. However, there was one encouraging aspect of the mission; at least Shamim and his valiant pilots now knew the location of radar site.

He planned to lead another strike against Amritsar on 11 Sep. Four Sabres plus a top cover of 2 F-104s were led by Wg Cdr Anwar Shamim with Sqn Ldr Munir as No 2, Flt Lt Bhatti as his No 3 and Flt Lt Cecil Chaudhry as No 4. They completed the briefing meticulously and the 4 Sabres set off at low level at 0800 hours on the half hour flight to Amritsar. Despite poor visibility from the usual dust haze, Bhatti who was responsible for the navigation of mission brought the four Sabres out at low level precisely on track to Amritsar. Some help in identifying the target was in fact received from the Indian ack-ack fire, which began even

before the Sabres started their pull-up to attack. As planned, Bhatti and Chaudhry began climbing to about 7,000 ft as top cover to draw some of the ack-ack fire, while the two F-104s, flown by Sqn Ldr Jamal and Flt Lt Amjad, orbited even higher to guard against interference from IAF fighters. As the first pair of Sabres started their climb, Bhatti soon picked up visual with the radar site and informed the formation members about it. As Shamim and Munir pulled up for the attack, the target area was under veritable inferno of light and medium flak and within a few seconds Munir called out on radio in calm and unhurried manner that he was hit. Soon Bhatti saw three balls of flame tumbling through the air where Munir's



Wg Cdr Anwar Shamim (5th from left) along with awardees of SJ during 1965 War.

Sabre had already exploded. Munir took a direct hit from a heavy ack-ack shell and never had a chance to eject. The flaming wreckage fell on the eastern outskirts of Amritsar town, and the chivalrous warrior embraced Shahadat in keeping with the rich traditions of PAF.

Furious with the great loss, Wg Cdr Shamim vowed to avenge the demise of his comrade and went in for the strafing attack, firing long bursts into the radar aerials with his 6 lethal machine guns. Bhatti followed delivering the lethal blow. They remained over the Amritsar radar amidst heavy ack-ack fire delivering repeated blows. Shamim ensured that all his Sabres expend most of their ammunition on the radar installation before exiting. With the debris flying high and destruction all around, the gallant formation returned home at deck level. As a result of the devastating blow delivered by Shamim and his comrades, this time 'Fish Oil' really did go off the air and photographic reconnaissance of the target the next day revealed that the site had been vacated.

Citation of Gallantry Award: "Wg Cdr Muhammad Anwar Shamim in his capacity as OC Fighter-Bombers Wing, made significant contribution to the high morale and aggressive attitude of the pilots who flew from this station.

He efficiently managed the changing air defence and other requirements and ensured, while fully meeting these requirements, that the pilots got sufficient rest and other comforts to enable them to fly intelligently and confidently. During the operation, he led 14 air defence/escort missions and 5 ground attack missions. His leadership during these operational missions was aggressive and confident and served as a very good example for his pilots to follow. He accepted long hours of duty, including operational sorties at odd hours of the day, with enthusiasm. Wg Cdr Muhammad Anwar Shamim is, therefore, awarded SJ. "



Later Career: After the war, decorated Anwar Shamim remained on various command and staff appointments, which included Ops Officer at Air Defence Command, Deputy Director Operations at AHQ, Chief Instructor at prestigious FLS (Fighter Leaders' School), and Director Projects at AHQ. In 1968, he proceeded to Jordan on deputation and served the Royal Jordanian Air Force as Air Adviser to His Majesty King Hussain Bin Talal for two years. During his service at Jordan, he played a key role in reforming the Jordanian Air Force after the 1967 Arab-Israel War. During Indo-Pak War in 1971, he was commanding the Sakesar Air Base and was responsible for the air defence of aerial frontiers of northern sector of Pakistan. From 1971-75 Anwar Shamim commanded three air bases that included Badin, Korangi Creek, and prestigious Masroor Air Base. After the successful command of bases, he was selected for the important assignment of Assistant Chief of the Air Staff (Operations) at AHQ. Remaining on this important appointment, he played an instrumental role in revising the PAF war plans. On promotion to a two-star rank, he became the Deputy Chief of the Air Staff (Operations). He only had to serve for a month on this appointment before he was promoted to a four-star rank and was entrusted with the prestigious command of PAF on 23 Jul 1978.

At the Helm of Affairs: Air Chf Mshl Anwar Shamim took over the command at a time when the PAF's basic structure with regard to men, equipment and morale had just been refurbished by his predecessor, and the new CAS was in the happy position of being able to select the course he should now adopt to take the PAF to ever greater heights. He chose two admirable themes: operational excellence and personnel welfare, and pursued both with commendable zeal. Air Chf Mshl Shamim's notable contribution during his long tenure included the induction of the super-sophisticated F-16s, the acquisition of A-5s, and the creation of three regional air commands for more efficient conduct of air operations generally and of land-air and naval-air operations specially. The landing of first batch of six F-16s at Sargodha on the evening of 14 Jan 1983 was not only a red-letter day for PAF but also the morale booster for the entire nation. After the acquisition of F-16s, PAF involvement in Afghan War became productive. He also instituted a system of annual operational exercises like 'Exercise Jet Stream' to improve PAF's combat posture.

In the field of welfare, he expanded considerably upon the activities of PAFWA, adding two Mujahida Academies aimed at improving the quality of life of PAF personnel and their families. As CAS, he supervised the modernisation

programme of PAF. Major reforms, intelligence operations, fighter training and strategic programmes were supervised under his command.

Perhaps the greatest contribution of Air Chf Mshl Anwar Shamim as CAS was the professional and courageous response posed by PAF to an imminent threat of an Israeli Air Force attack on Pakistan to destroy Kahuta (Atomic Research Facility). The attack was planned in collaboration with IAF. Shamim acted swiftly and placed PAF on high alert with alert level 7. PAF jets began to fly sorties; were equipped with missiles on regular basis and a counter operation code name Operation Sentinel was launched. PAF adopted aggressive posture and took effective measures to thwart an impending Israeli Air Force attack. Panicked and surprised, Israel Air Force cancelled its strike mission. Air Chf Mshl Anwar



Air Chf Mshl Anwar Shamim in the cockpit of F-16 aircraft at Sargodha



Air Chf Mshl Anwar Shamim (1st from right) along with the President of Pakistan (centre)and Services Chiefs'



Air Chf Mshl Anwar Shamim (4th from right), President of Pakistan Gen Zia-ul-Haq (5th from right) along with the F-16 pilots during the induction ceremony of F-16 aircraft at Sargodha



President of Pakistan, Gen Zia-ul-Haq, conferring NI (M) on Air Chf Mshl Anwar Shamim

Shamim's well-orchestrated quick response and supreme tactics thus averted an Indo-Israeli misadventure.

Air Chf Mshl Anwar Shamim was a highly decorated officer of PAF, whose

contributions were acknowledged both at national and international levels. Besides SJ, he was also the proud recipient of NI (M), HI (M), and SI (M). His foreign decorations included Al Istiqlal from Royal Jordanian Government and Legion of Merit from the United States of America.



Family Details: Air Chf Mshl Anwar Shamim got married in Jul 1958. His wife, Begum Tahira Shamim, was an active social worker and President of PAF Women's Association, with a professional dedication to welfare work, spanning twenty-five years. She is a poet and has authored four books on Urdu poetry. The couple was blessed with three children. Farah and Sakiba born in 1960 and 1962 respectively are attorneys and Asad born in 1966 is a computer engineer.



Air Chf Mshl Anwar Shamim inspecting the guard of honour at a USAF Air Base



The adorable family of Air Chf Mshl Anwar Shamim

Sad Demise: Air Chf Mshl Muhammad Anwar Shamim breathed his last on 4 Jan 2013 after prolonged illness. He was buried with full military honours at H-11 graveyard in Islamabad on 5 Jan 2013.

Air Chf Mshl Anwar Shamim was a fighter leader of a high calibre. It requires knowledge, regular study, high professional skills, and leadership qualities like integrity, tact, composure, persistence, and patience to be accepted as a leader of top-notch professionals. He surely was endowed with all these qualities.



The great commander being carried to his final resting place

Air Chf Mshl Jamal A Khan, NI(M), SJ, SBt



Name:	Jamal Ahmed Khan
Pak No:	5057
Father's Name:	Israil Ahmed Khan
Date of Birth:	15 Apr 1934
Place of Birth:	Kaimganj, India
GD(P) Course:	3 VR Course
Date of Commission:	16 Apr 1953
Date of Retirement:	8 Mar 1988
Gallantry Award:	SJ

Early Life/Career: Born in the noble family of Mr Israil Ahmed Khan, Jamal was brilliant since early days. After completing primary education, he joined RPAF College, Risalpur on 3 Jan 1952. Jamal outshined in all fields during his training at Risalpur and earned his wings on 11 June 1953. After completing Jet Conversion Course at Mauripur, Jamal was selected to join the PAF's first Jet Sqn of Super Marine Attackers, the elite No 11 Sqn. Under the awe-inspiring personality of his legendary Sqn Cdr F S Hussain, Jamal soon matured into a promising fighter pilot of PAF. He was also the proud member of PAF's first jet aerobatic team 'Paybills' formed by the pilots of No 11 Sqn under the leadership of F S Hussain. Later in his career, he served in different fighter Sqns of PAF for six years.



Perhaps the greatest milestone of Jamal's brilliant career was the feat achieved during Fighter Weapons Instructors' Course at UK. In Mar 1957, while flying a Venom aircraft in an Air-to-Air Gunnery mission at RAF Leconfield, Jamal produced some exceptional results. When the proud Pakistani pilot landed back, he was told that he would graduate with an exceptional grading in air-to-air gunnery for having maintained the highest marksmanship category; he had scored 31.2% hits with 751 rounds fired in eight sorties (an enviable record formed by the lone foreign student of the course). The unbelievable record not only earned him great respect but also brought laurels to PAF in international arena. On his return, he became the instructor of the prestigious Fighter Leaders' School at Mauripur. In between, he also had the opportunity to undergo various advanced flying training courses in USA and Germany.

Flt Lt Jamal was also the proud member of the famous PAF aerobatic team 'Falcons' which under the leadership of Wg Cdr Zafar Masud created a world record in 1958. On 2 Feb 1958, for the first time in the history of aviation, a formation of 16 Sabres performed a loop during an aerial display at Masroor Karachi. Soon after the show, the news of the world record hit the headlines of the major national and international newspapers and brought the PAF into the limelight.

Jamal was also among the pioneering few who were selected to convert on the state-of-the-art newly inducted supersonic Star Fighters. Subsequently, he was privileged to command the prestigious No 9 Sqn (equipped with F-104s) from 1962 to 1965. The Sqn under his able command showed great progress and nurtured large number of great fighter pilots who achieved excellence during the wars with India.

Brief Description of Gallantry: Months before the outbreak of Indo-Pak War of 1965, Jamal had completed the command tenure of No 9 Sqn and was undergoing a course at PAF Staff College, Karachi. As the war broke out, he got deployed with



'Making the Mark'-Flt Lt Jamal A Khan flies RAF Venom during an Air-to-Air Gunnery mission at RAF Leconfield, UK (1957)

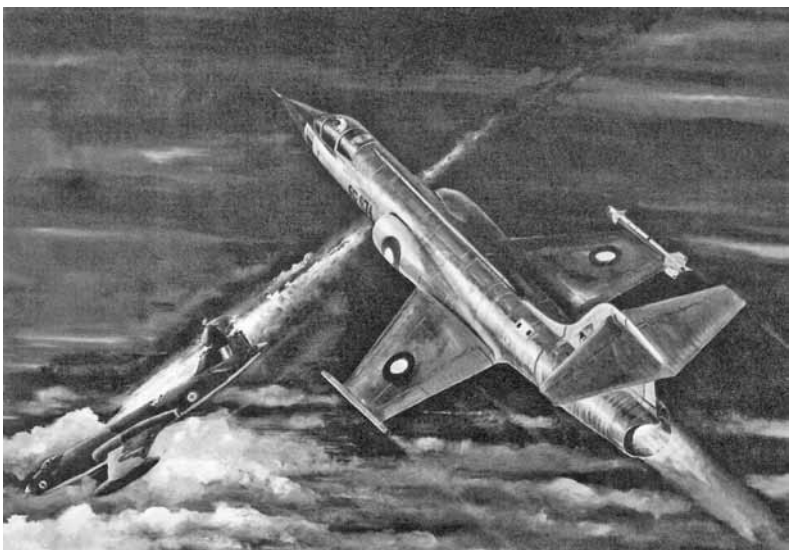
No 9 Sqn at Sargodha. The the Sqn at that time was commanded by an outstanding professional, Wg Cdr Middlecoat, Jamal in synergy with him produced some exceptional results during war. The rich experience which Jamal had already acquired while commanding the lone Star Fighter Sqn of PAF paid dividends during the war.

PAF's tactics during the war included single or pairs of Star Fighters providing air cover to the Pakistan Army units engaged in ground operations and

air defence of the aerial frontiers of northern Pakistan. In addition, F-104s radar-based fire control system meant that it was the only fighter on PAF's inventory, which could take up the role of a night interceptor against IAF Canberras with any degree of credibility. While most F-104s operated from Sargodha, a pair from No 9 Sqn was deployed every night to Peshawar to provide night air defence over northern Pakistan. The threat of IAF Canberra bombers striking PAF bases at night was enormous and F-104 with night capability was the only answer to this grave threat. During the war, Star Fighters emerged as the symbol of deterrence and majority of IAF pilots dreaded the supersonic fighter.

Moreover, its own tail warning radar system also helped in providing early warning. The usual IAF method was to approach Pakistan at medium altitude of 25-30,000 feet and then descent to low level to approach the target. On target, the IAF Canberra would pull-up to 8-10,000 ft to avoid flak and then egress at low level climbing up to medium level after crossing into India. On warning of an approaching F-104, the IAF Canberra would resort to sudden change in height, making it difficult for F-104s to keep track of the target. Given PAF's own night counter attack missions, IAF had deployed its Canberra at various bases deeper inside India and therefore range considerations were important while flying the mission profile just described. PAF counter to this tactics was to extend the arc F-104s would patrol at hoping to intercept an IAF Canberra when it climbed to medium altitude while regressing from Pakistan.

CAPS of one or two F-104s were flown against each wave of intruding Canberra with a hope to engage any intruder. Jamal, being the experienced pilot of F-104s, flew air defence missions almost every night during war with a hope to get action someday. His earnest desire was finally fulfilled during the closing days



'End of the night intruder'-Wg Cdr Jamal A Khan downs an IAF Canberra during 1965 war



In front of a PAF Star Fighter at PAF Base Sargodha (1965 War)

of the war. On 21 Sep while flying a night air defence mission, Jamal became the first pilot of the PAF to get the night engagement against IAF. At around 0400 hrs, Jamal was on an ADA mission safeguarding the aerial boundaries of Pakistan when suddenly Sakesar radar came up on the radio and informed him about the presence of IAF Canberra intruder in Fazilka area. The bomber was escaping after striking PAF base Sargodha. Jamal immediately dashed with supersonic speed towards the area pointed out by the radar controller. Close to the border minutes before its entry into Indian airspace, Jamal picked the intruder flying at 32000 feet. He immediately resorted to his lethal AIM-9B Sidewinder missile and fired it at the egressing Canberra. As the missile hit the target, the otherwise pitch-dark night became a brightly lit up night as the burning spiralling Canberra fell out of the skies. In this particular case, the IAF Canberra climbed earlier than usual due to fuel considerations and failed to switch on its tail warning radar while climbing. The pilot ejected and was captured. Later on it was revealed that it was the only confirmed missile-kill at night in actual combat by an F-104 Star Fighter anywhere in the world.

Citation of Gallantry Award: "During the Indo-Pakistan War, Sqn Ldr Jamal Ahmed Khan flew 29 Air Defence missions and one Photo Mission. He took part mainly in night operations. He was one of two pilots who were credited with the shooting down of a Canberra aircraft. His contribution to deterring the weight and accuracy of enemy night bomber's attacks was commendable. He carried out all his missions with aggressiveness. For his exceptional devotion to duty and courage, Sqn Ldr Jamal Ahmed Khan is awarded SJ."



Later Career: After the war, Jamal remained on various key staff and command assignments, which included command of No 33 Wing, Deputy Director Plans and Operations at AHQ and Chief Inspector at AHQ. During 1971 War, Jamal was serving as Director Plans at AHQ and played a key role during the war. After the war, he became Assistant Chief of the Air Staff (Plans). He also commanded prestigious Sargodha Air Base from 1973-1975. A rare honour for the promising officer came in 1977 when he was seconded to the United Arab Emirates Air Force as its Chief of the Staff for three years. On return, he became ACAS (Operations). On promotion to a two-star rank, he was selected for the most coveted assignment of DCAS (Operations). He later took over as the Vice Chief of the Air Staff in Apr 1984 and then as Chief of the Air Staff in Mar 1985.



Wg Cdr Jamal A Khan (standing 5th from right), Air Mshl Asghar Khan (centre) along with pilots of No 9 Sqn at PAF Station Sargodha (1963)

As the CAS: After taking over as CAS, he gave first priority to what he felt was the erosion of ethics amongst PAF personnel. By setting a personal example, he endeavoured to portray PAF as highly professional and serious-minded service that it truly is. During his tenure, Command Doctrine AFM-1 was prepared and issued to all personnel of PAF. It outlined his ideas as a commander and of the duties and responsibilities of all personnel of PAF. He went around different bases and addressed Officers, JCOs and Airmen separately. He tried to instil in them a sense of honesty, work ethics, loyalty, and the need to subordinate their personal interests to that of the Air Force.



Air Mshl Asghar Khan awarding commendation certificate to Sqn Ldr Jamal A Khan

Air Chf Mshl Jamal's tenure was also significant because some epoch-making events took place in the country during that period. The Afghan War was at its zenith and PAF was tasked to stop Russian and Afghan intrusions into Pakistan's airspace but under very restrictive Rules of Engagement (ROE). The aggressive Indian Army exercise, Brass Tracks, was also held during this period and it had to be responded to. All this occurred while the country was transitioning from a long period of martial law to democracy. It stands to the credit of Air Chf Mshl Jamal that he handled

all these issues with great dexterity and was able to project the PAF's vital position in the country's security at all the inter service and national forums.

Another feather in his cap was the establishment of the JCO's Academy in 1986. It was established with a vision to impart training to selected (JCOs) in command and leadership subjects to groom them for higher appointments within the JCO cadre.



'Leading from the Front ', Air Chf Mshl Jamal A Khan in the cockpit of F-16 fighter aircraft

Air Chf Mshl Jamal was known for being meticulous in his work and he expected the same from those who worked with him - a task that proved too demanding for some. He was also known for his reserved and reticent nature. However, Jamal was quite assertive and forthright when required, and ensured that the PAF's point of view was clearly registered in all decision making forums. He enjoyed the confidence and respect of the highest echelons in both the armed forces and the government.

Family Details: Air Chf Mshl Jamal married Rehana on 31 Oct 1972. The couple was blessed with a son Salman Khan and two daughters, Farhana Khan and Sajida Khan. Unfortunately, Mrs Jamal passed away some years ago.

Air Mshl Dilawar Hussain, HI(M), SJ, SBt



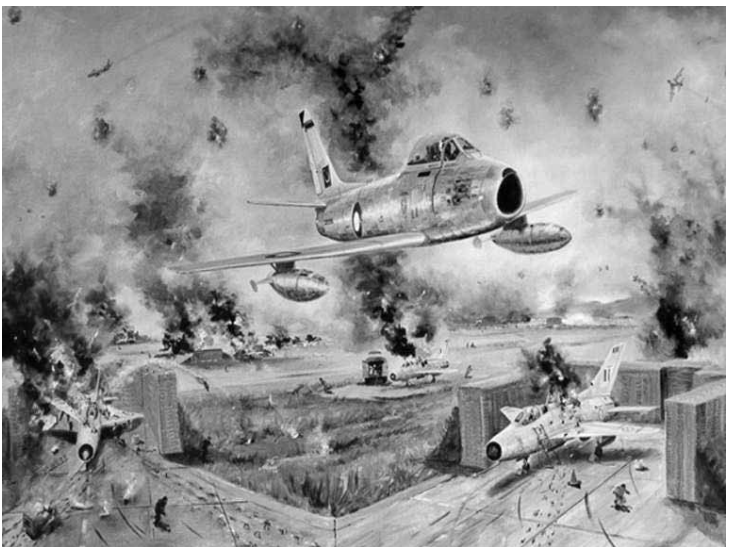
Name:	Dilawar Hussain
Pak No:	4264
Father's Name:	Basharat Ali
Date of Birth:	8 Sep 1940
Place of Birth:	Quetta
GD(P) Course:	32 GD (P)
Date of Commission:	31 Mar 1962
Date of Retirement:	6 Apr 1995
Gallantry Award:	SJ

Early life/Career: Dilawar was born in the respectable family of Basharat Ali, an officer in Indian (later Pakistan) Railways. Dilawar grew up in the garrison town of Quetta and received his primary and secondary education from Govt College, Quetta. He was studying in FSc, when one day the PAF recruitment team visited their college. They used a slogan that gave new meaning to his life. It read, "Life is a struggle and there is no better struggle than in the air force." The mesmerising words penetrated the soul of young boy. By then he knew that he had no other choice but to join the men in blue. In matter of days, the determined young boy from Quetta landed at Risalpur on 13 Aug 1959. As he finished the initial military part of training, he was selected for further flying training with USAF. During his two years' stay in USA, he flew a variety of latest aircraft of that time that included T-33, T-34, T-37 and state-of-the-art F-86 aircraft. In the last leg of his training, he earned his wings along with commission as Plt Off. On return, he joined the elite No 5 Sqn, commanded by the legendary Sqn Ldr Rafiqui.

After a short stint at No 5 Sqn, he joined the prestigious No 19 Sqn commanded by dashing Sajad Haider. It was the turning point of his life. During this period, he was fortunate to have served with some great fighter pilots, who were experienced and the best at the art. They were the top fighter pilots of that time and together they made history during 1965 War. On top of them was his Sqn Cdr, Sajad Haider, a flying genius.

Participation in 1965 War: As the war broke out in 1965, the No 19 Sqn was well-prepared under their visionary Sqn Cdr and its pilots were ready to jump into

action in shortest possible time. The moment AHQ tasked Sajad Haider's boys with a daring mission of striking IAF base at Pathankot, they were overwhelmed with excitement. Soon the preparations began in the Sqn. The pilots even practised on mock-up target of Pathankot airfield that Sajad Haider had got specially prepared at Jamrud Firing Range. Every small detail like the aircraft pens, taxiways, hangars, and runway were put in place. Dilawar along with other pilots studied the enemy defences employed at Pathankot and practised the strike in minute detail.
Finally, the strike orders rolled in the base ops room in the afternoon of 6 Sep 1965. As it was PAF's first strike of the war, everybody knew its importance; the stakes were high. All and sundry in the Sqn wanted to be the part of the opening round; such was the resolve of the pilots of No 19 Sqn at that time. Selection of pilots for the strike became a challenge for the Sqn Cdr; however, he managed to select the final team with great difficulty.



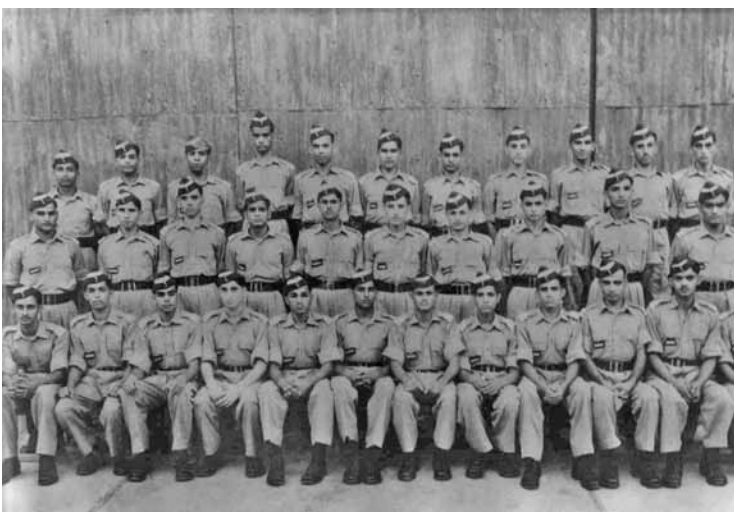
No 19 Sqn attacking Pathankot airfield during 1965 War

As per the plan, the TOT given to the strike formation was 1705 hrs. The formation comprised Sqn Ldr Sajad Haider (leader), Flt Lts Mo Akbar, Mazhar Abbass, Dilawar Hussain, Ghani Akbar and Flg Offs Arshad Chaudhry, Khalid Latif and Abbass Khattak. Tied escorts consisted of Sqn Ldr Tawab and Flt Lt Arshad Sami. The formation took off as planned to make the TOT good. The moment 8 Zambus (formation call sign) pulled up over Pathankot airfield for delivering the first attack, they knew they had achieved the complete surprise for the base. The base was littered with Soviet-supplied latest MiG-21s, which enormously tempted the formation. Soon the leader went in for the first attack and the rest followed. With carefully positioned dives and selecting each individual aircraft in their protected pens for their strafing attacks, the strike elements completed a textbook operation against Pathankot. While delivering the second attack, the heavy anti-

aircraft guns opened up; however, they failed to deter the resolve of PAF pilots. Amidst the barrage of cannon fire, they continued to deliver the lethal punch. Sqn Ldr Tawab, the escort leader, remained overhead the airfield providing the top cover to Zambus. Later, in his account of the mission, he revealed that the strike destroyed 14 aircraft on ground. The heroic performance rendered by the gallant men of No 19 Sqn entered the annals of PAF history for the generations of PAF pilots to cherish.

Earlier on the same day, Dilawar also flew a daring close support mission in Wagah-Attari sector, with Sajad Haider as the leader. The historic mission blunted the Indian Army's advance towards Lahore, thus saving the day for Pakistan. Armed with rockets in addition to the guns, the formation took off around 0900 hrs and levelled off at the planned height before heading towards the target. Shortly afterward, the arduous team was over the target area and went in as far as Amritsar: Turning back, they saw enemy vehicles of all sorts moving along the road crossing Wagah, covered by Indian Armour. For the while the enemy did not see the Sabres but when they did, it was a sight to see the drivers jumping out to take cover, leaving their vehicles to their fate. The leader by now dived in for attack and let go his first burst of rockets. Dilawar followed. In all, the Zambus made six attacks each. Each DH (Direct Hit) by the formation members resulted in a ball of fire of melting steel. By the time the formation expanded their ammunition, all that was left was a litter of bonfires and the rubble of destroyed guns, armour and a large number of vehicles. By all accounts, this was the most important mission of the 1965 Air War. The Indian Army did not move an inch from where this formation left them till the end of the war.

Citation of Gallantry Award: "Flt Lt Dilawar Hussain was one of the greatest sources of inspiration for his Sqn mates throughout the operation. He displayed



Flt Cdt Dilawar (standing 6th from left-last row) along with his course mates at PAF Risalpur



Flt Lt Dialwar (standing 2nd from left-1st row) along with fighter pilots of No 19 sqn during 1965 war



great keenness to operate in the battle area and great commitment and determination in the face of heavy odds was most inspiring. He flew at all times in a manner that befits the best of the fighter pilots of the PAF. His personal score of enemy tanks and aircraft on the ground was three aircraft, and eight tanks destroyed; one aircraft and four tanks damaged; one armoured vehicle and thirteen others destroyed; nine vehicles and one gun damaged. He flew ten Air Defence sorties and 17 Strike/Close support missions. On one occasion, he continued his mission without being in the least bit apprehensive after having been hit by ground fire. For his courage and high spirits in the performance of his duty, Flt Lt Dilawar Hussain is awarded SJ."

Battle of Sharoora: After the war, Dilawar served the No 5 and No 26 Sqns for a year each. From there he was posted to Saudi Arabia, where he became the first PAF officer to command a Saudi Fighter Sqn, the No 7 Sqn. The Sqn was equipped with F 86s at that time. During his stay at Saudi Arabia, the Battle of Sharoora broke out between Saudi Arabia and Yemen in 1969. Dilawar was once again in the action and his Sqn led the battle from the front. He flew numerous close support mission during the war and led Saudi Arabia to final victory.

Heroic Performance in 1971 War: Sqn Ldr Dilawar was serving the lone No 14 Sqn at Dacca during the 1971 War. The resolute men of No 14 Sqn were up against a ten times larger enemy. However, this did not lower the morale of the pilots and they fought like gladiators until the very last moment. The skirmishes had already started much before the actual declaration of war. However, the main IAF brunt started on 4 Dec onwards. Initially, they attacked the Tejgaon airfield a number of times; then later shifted their attention to the nearby Narayanganj area where the bulk of fuel was stored.

On the morning of 4 Dec, Sqn Ldr Dilawar and Flg Off Sajad were scrambled at 1600 hrs to intercept one such formation of 4 Hunters south of the airfield. Dilawar shot down one of them (piloted by Flt Lt Kenneth Lemontree) and flew headlong into the other pair, which quickly broke away. During the battle, his wing man was shot down by another pair of attacking Hunters. Sajad and Lemontree both ejected and were picked up by the PAF's rescue helicopter.

On the following day, the Sqn noticed that Hunters had stopped coming to Dacca and the airfield attack role was now assigned only to SU-7s and MiG-21s. Until mid-day 14 Sqn remained busy in providing escort to Pak Army helicopters carrying reinforcements to the Comilla Sector. Later that day, Sqn Ldr Dilawar and Flg Off Gul were scrambled to intercept 2 intruding Su-7s, but the latter managed, as usual, to pull away from the pursuing Sabres.



Sqn Ldr Dilawar downs an IAF Hunter over Dacca during 1971 War

On 6 Dec, the IAF provided extensive support to the Indian Army in the field, and the attacks against Tejgaon-Kurmitola noticeably diminished. 14 Sqn also kept itself available for air support to Pak Army units; at 0900 a formation of 4 F-86s, led by Sqn Ldr Dilawar, was dispatched to provide overhead cover to Pak troops at Lakshman, 20 miles northeast of Dacca. The formation engaged 4 Hunters over the battle area and Flg Off Shamshad got a chance to bag a Hunter for himself when his leader's drop tanks refused to jettison. The remaining Hunters left the scene. Soon after this formation landed at Tejgaon, a flight of 4 MiG-21s appeared high from the north, each dropping 2 bombs. The bombing was accurately executed and 4 out of 8, made craters on the runway. From then on, the airfield was kept under frequent bombing attacks, severely inhibiting the runway repair work.

During the night of 6/7 Dec, the runway repair teams laboured tirelessly and succeeded in filling enough crates to make a 5,000 ft length available. By 0500 on 7 Dec, this stretch was cleared and Sqn Ldr Dilawar taxied out for an early CAP. Just then, another bomber arrived overhead and, in a well-aimed attack, split the

usable 5,000 ft almost exactly in half. Dilawar had to taxi back and shut down. This ended the stirring last days of Sqn Ldr Dilawar and other courageous pilots of 14 Sqn in East Pakistan.

Career until Retirement: After the war, Dilawar remained on various command and staff appointments, which included command of No 14 Sqn, command of No 32 Flying Wing, Director of Operations at AHQ, Officer Commanding CCS, Base Commander PAF Base, Sargodha, and ACAS (Operations) at AHQ. On promotion to a two-star rank, he was entrusted with the prestigious appointment of DCAS (Operations) at AHQ.



AVM Dilawar as DCAS (Operations) at AHQ Chaklala

Family Details: Dilawar married Tahira. They were blessed with three daughters and two sons. Samia, Sadia and Samina are all happily married and settled with their families. His two sons are Imran and Omer. Younger Omer born in Dec 1975 joined the Pak Army and later retired as a Maj. Air Mshl Dilawar is presently settled in Fazaia Colony Islamabad, passing a happy retired life with his children and grandchildren.



Air Mshl Azim Daudpota, HI(M), SJ



Name:	Azim Daudpota
Pak No:	3711
Father's Name:	Shamsul-Ulema Dr U M Daudpota
Date of Birth:	14 Sep 1933
Place of Birth:	Bombay, India
GD(P) Course:	12 (GD) P
Date of Commission:	16 Dec 1955
Date of Retirement:	7 Sep 1990
Gallantry Award:	SJ

Early Life/Career: Azim Daudpota was born on 14 Sep 1933 in Bombay(now Mumbai), where his father served as a Professor in Arabic and Persian in the Ismail College. The family shifted to Karachi in 1939 when Azim's father was posted as Director of Public Instructions, Sind. Azim studied at St Philomena initially and later shifted to St Joseph's Convent, where one of his sisters was also studying. Shortly after, he shifted to St Patrick's for further studies, where he got a double promotion owing to his good academic record. He stayed there until 1948 and later joined DJ Science College. During the same time, he also became a member of UAS (University Air Squadron) and applied for RPAF. In 1951 he went to the ISSB in Lahore and got selected primarily due to his rich flying experience at the UAS. Azim joined 12 GD(P) Course at Risalpur on 31st Jul 1951. After spending five months at Risalpur, he was sent to Australia along with Khursheed Anwar Mirza and Anwar Shamim (who later became CAS, PAF). Azim spent four adventurous years at RAAF Academy at Point Cook and returned in 1955.



Flt Cdr Daudpota (right) along with Flt Cdt Khurshid Awar at Pint Cook

Days in Australia and Sports: Daudpota played tennis, squash, hockey and cricket at services level. While he had a stint in Australia, he was a member of the Royal Australian Cricket team. During one of those days, while playing inaugural cricket match organised for the opening of the Point Cook Cricket Ground, he

bowled out the Australian Cricket legend, Lindsey Hasset, on the first ball of the over.

War Experience: When the war started, everyone was going from Mauripur to Sargodha to join the fighter wing to get into action. Sqn Ldr Azim, being the Sqn Cdr of No 17 Sqn, kept requesting his Base Commander Khakan Abbasi to let him go, as his comrades like Alauddin Ahmed and Sikandar Masood had already left. He was itching to join them in the thick of the war. Eventually, on 6th Sep, Khakan Abbasi permitted him to go to Sargodha. His departure from Mauripur was well behind the schedule as the generator of his aircraft caught fire while starting up the engine. By the time he reached Sargodha, most of the strike formations had already departed towards their respective targets in India. Thus he missed the chance to be the part of the first airstrike.

Brief Description of Gallantry: The most memorable mission flown by Azim Daudpota during war was on 21 Sep 1965. This was the time when India had launched one of its most desperate offensives in the Lahore sector in an attempt to restore its military reputation. The Indian Army was straining every nerve to take at least a suburb of the historic city to save face and was concentrating on pushing forward at any cost. With the break of dawn, the Indian artillery and armour opened up with all its fury in a vain attempt to gain some ground before the fighting was scheduled to stop. In this backdrop Pak Army made a desperate request to PAF to silence the Indian guns at all costs. Hours later, a flight of four Sabres, led by Sqn Ldr Azim Daudpota, had reached the Wagah-Attari sector in search of enemy guns. With two Sabres keeping the 'CAP' for any possible enemy interceptor Daudpota and his No 2, Flt Lt Saiful Azam, dived in to locate the gun position when suddenly a big bird hit the windscreen of the leader's



Sitting: Daudpota, Shamim right, Muslim Shah Middle in uniform, extreme left Waqar Alvi at Point Cook



Mauripur No 14 Sqn, 1957 (L to R) Flg Off KB Hassan, Flg Off Rafik, Sqn Ldr Ghulam Haider, Flt Lt Hameed Anwar, Flg Off Daudpota



RAAF Hockey team Anwar Shamim (2nd from Right),Khurshid Mirza (2nd from left) while, Azim Daudpota (extreme left standing)

Sabre. Its blood spattered over the screen and for some time Daudpota could not see anything beyond his cockpit. Luckily, the windscreen cleared off as they approached the enemy concentrations near Jallo.

Both the fighters pressed on the search through sleet of ack-ack and small gunfire. There they saw on both sides of the Grand Trunk Road a large number of pits with medium guns positioned in them and shelling Lahore. The guns were expertly camouflaged, and only the nozzles of the barrels were visible as the two dived in for attack. They were flying at the tree-top level and all types of guns seemed to have concentrated their barrage on the two daredevils who roared on with single-mindedness and determination. Shells burst all around them when suddenly Daudpota's fighter rocked as its left wing received a barrage of bullets. He ploughed on.



As the two fighters neared the enemy positions, a stream of rockets hissed out of their pods and crashed into the guns below. Smoke and dust filled the air and they pulled up. They completed a circle and came in for attack again. A few more guns went up in smoke and a few more hits on their aircraft. They dived repeatedly until the whole area was full of smoke and fire. They pulled up and zoomed overhead when the other two fighters of the formation, Flt Lt Saleem and Flg Off Qadir, dived in. They attacked the remaining guns until they expended their whole ammunition. In the evening, Maj Gen Sarfaraz Ahmed Khan, GOC, Lahore, sent a message of congratulation to the formation commanders for the 'magnificent job done'.

Citation of Gallantry Award: "Sqn Ldr Azim Daudpota flew 15 strike and 5 Air Defence missions. He controlled and conducted his missions very ably and was always looked up to by his subordinates. He gave precise and clear-cut instructions in the air and wrecked many tanks, guns, vehicles, etc, in the face of heavy enemy ground fire. His great moments came on 21 Sep 1965, when his formation destroyed many enemy medium guns at Wagha-Atari Sector. For his leadership, devotion to duty and complete disregard for personal safety, Sqn Ldr Azim Daudpota is awarded SJ."



Brief Career Path: Air Mshl Daudpota, during his illustrious career in PAF, did a variety of command and staff courses. He has also been awarded with prestigious M Phil degree from CBM. He remained on various command and staff appointments, which included command of No 15 and No 17 Sqns, Director Air Intelligence at AHQ, Air Adviser, Embassy of Pakistan at New Delhi, Base Commander Rafiqui and Sargodha, Asstt Chief of the Air Staff (Training), Director Joint Plans at JSHQ, DG Civil Aviation, Chief of Zimbabwe Air Force, MD & Chairman of PIA and Chairman PIDC.

Air Advisor in India: In 1970-71, Azim was posted as an Air Advisor in India. During that time he was deeply involved in maximum intelligence work on the Indian Air Force and the Indian Army.

Air HQ as Director Operations Research: In 1973, he was posted as Director Operations Research. That was the time, PAF had decided to go for computerisation on a massive scale. The ardent task was entrusted to Azim, who took the job as a challenge. He along with Wg Cdr Mustafa, a navigator, played an instrumental role in computerising the entire PAF.



Mr Mugabe delivering the Farewell speech in honour of Air Marshal Daudpota

A Rare Honour: In May 1983, the President of Zimbabwe, during a Non-Aligned summit, requested the late President General Zia ul Haq for PAF assistance for his country's air force. He asked for an Air Marshal who could be appointed as the Commander of Air Force of Zimbabwe (AFZ). After lot of deliberation, President Zia ul Haq selected Air Marshal (then AVM) Azim Daudpota for this honourable assignment. On assumption of command, he was promoted to a three star rank and thus became the first and the only non-



With Mr Ghulam Mustafa Jatoi



Being honoured by Air Chief Marshal Farooq F Khan



Air Cdre Daudpota (Base Cdr Rafiqui) along with Gp Capt Hakimullah (centre) and Wg Cdr Cecil Chaudhry (right) at Rafiqui

local commander of AFZ. During his tenure at Zimbabwe, he not only helped a demoralised and devastated AFZ to stand to its feet but also groomed a local commander to take over when he left Zimbabwe in Jan 1986. On his departure, he was awarded with the second highest medal, the Zimbabwe Order of Merit in the class of Commander, by Mr Robert Mugabe, the President of Zimbabwe, for his meritorious service as commander AFZ.

On his return to Pakistan, Daudpoto became the Managing Director and Chairman of Pakistan International Airlines from Jan 1986 to Apr 1990. He later, became the Chairman of Pakistan Industrial Development Corporation. He joined Kashmir Corporation as an Executive Director in Apr 1990; from 25 Oct 1999 to 24 May 2000, Daudpota remained the Governor of Sind.

Family Details: Azim married Sajida Begum. They were blessed with a daughter and two sons. Rukhsana born in 1958 is a doctor by profession and presently serving in PIA. Amer born in 1960 works as an executive in BP, Pakistan. Umer born in 1960 is a banker by profession and presently working with Soneri Bank.

Air Mshl Shabbir Hussain, HI(M), SJ

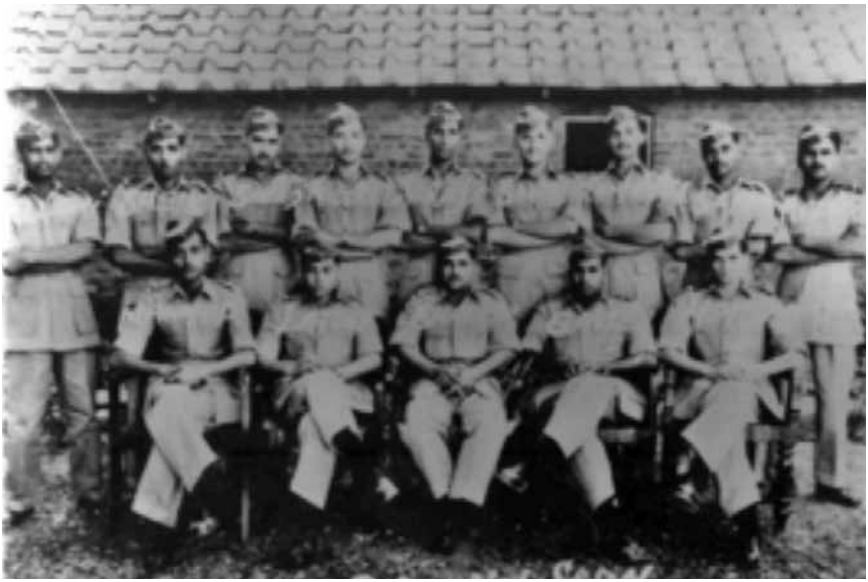
"Leader of Kalaikunda Strike"



Name:	Shabbir Hussain Syed
Pak No:	3553
Father's Name:	Syed Dur-e- Hussain Bukhari
Date of Birth:	12 Mar 1933
Place of Birth:	Lahore
GD(P) Course:	16 GD (P)
Date of Commission:	2 Feb 1954
Date of Retirement:	8 Mar 1988
Date of Demise:	29 Apr 2002
Gallantry Award:	SJ

Early Life/Career: On 12 Mar 1933, God blessed Syed Dur-e-Hussain Bukhari with a son named Shabbir Hussain. The child with large brown eyes and moon-like shining face was given the nickname of "Chan" (moon). Shabbir did his matriculation from MC High School Mozang, Lahore, and FSc from FC College, Lahore. His joy found no bounds when he was selected for PAF on 14 Jul 1952. Successfully completing flying training on Harvard, Shabbir earned his wings on 2 Feb 1954. After proving his mettle in the Advanced Jet Conversion Course, Shabbir joined elite No 9 Sqn as a fighter pilot. Shabbir's professionalism was once again acknowledged in 1962, when he became instructor in the prestigious Fighter Leaders' School. As he progressed in career, Shabbir's unparalleled professionalism, excellent marksmanship and exceptional flying skill distinguished him as one of the great fighter pilots PAF has ever produced.

War Experience: When war broke out in 1965, East Pakistan had a solitary No 14 Sqn of 12 F-86F aircraft at Tejgaon on the outskirts of Dacca, commanded by the legendary Sqn Cdr, Sqn Ldr Shabbir H Syed. The Sqn was stationed there to meet the air defence requirements. Since offensive operations were not contemplated from the East, it was expected that No 14 Sqn alone would be sufficient to counter the limited threat envisaged before the war. However, the ever resilient Sqn Cdr had something else in his mind. Under the strict orders from AHQ, No 14 Sqn had maintained a constant vigil of air defence alert right since the Rann of Kutch crisis in Apr 1965. The limited effort available and long spells of watchfulness



Flt Cdt Shabbir (sitting in centre) along with his course mates of 16 GD (P) course at Risalpur

failed to deter the ever-growing enthusiasm of Shabbir's men. Tejgaon airfield was defended by only one battery of Pak Army ack-ack; almost negligible early warning of incoming raids was available. There was solitary World War II era radar at Kurmitola, 20 kilometres north of Dacca, which was virtually useless as enemy aircraft could approach from any direction and could not be detected at low level. There was no other reporting organisation against low-level raids. It was in this scenario that No 14 Sqn under the visionary command of Shabbir took up its vigil to guard the aerial frontiers of East Pakistan. Prior to 1 Sep, there had been no formal indication of the impending operations. On 2 Sep, AHQ ordered a special alert and issued instructions for dispersal and camouflage. From this date, two aircraft were flown twice daily on Combat Air Patrol (CAP) missions. When the war ultimately broke out on 6 Sep, No 14 Sqn was ordered to be ready for immediate strikes. During the night of 6/7 Sep, IAF Canberras from Kalaikunda penetrated into East Pakistan's airspace as deep as Dacca, and dropped bombs at random without much effect in the way of damage or casualties. IAF also launched a predawn offensive on 7 Sep and various targets in East Pakistan comprising the airfields at Chittagong, Jessore, Lalmunirhat, Shibgang, Thakurgaon and Kurmitola were attacked. Low clouds and the natural camouflage of East Pakistan caused the Indian aircraft miss Tejgaon



airfield at Dacca altogether. Instead, they attacked Kurmitola, an airfield near Dacca.



Sqn Ldr Shabbir delivering attack on IAF Base Kalaikunda during 1971 War

Brief Description of Gallantry: The night and predawn raids of IAF on 6/7 Sep allowed the PAF C-in-C, Air Mshl Nur Khan to retaliate. After the mission order had been received at about 6 am on 7 Sep to strike Kalaikunda, five pilots (Flt Lts Haleem, Baseer, Tariq Habib Khan and Flg Off Afzal Khan) led by their Sqn Cdr, Sqn Ldr Shabbir Hussain Syed, started to prepare for a low level strike. The mission was dangerous as it involved a distance of nearly 300 Km from Dacca and required meticulous fuel planning for return journey. Because of the necessity to fly low all the way, the Sabres were required to carry their full load of external fuel in two 120 and two, 200- gallon drop tanks per aircraft, leaving only their 0.5 inch machine-guns available for the attack.

The strike formation took off early in the morning. The enthusiastic ground crew prepared the aircraft well, making sure that everything was in place. Five Sabres rolled on the Tejgaon airfield as the ground crew watched and prayed for their safety. As they took off in early morning Sep haze, nothing was visible. However, the gallant warriors pressed on. Despite poor visibility, the Sabre formation reached its target and as Shabbir pulled up to commence attack, it was obvious that complete surprise had been achieved. There was no anti-aircraft fire and no fewer than 14 Canberra were lined up wing-tip to wing-tip on the tarmac as though for peacetime review. The Indians had probably never imagined that such





a small force could react with such speed and audacity against odds so heavily against it, and that, too, at the very limits of its reach into Indian territory. Each Sabre put in two passes over the airfield and by the time they exited, Kalaikunda was engulfed in smoke and flames. The mission landed back safely at 0744 am, claiming 10 Canberra destroyed and five damaged along with two Hunters damaged. The jubilant aviators at Tejgaon chanted 'Allah O Akbar' as Shabbir and his formation pilots climbed down their aircraft.

In an aerial combat following the strike, the lion-hearted Shabbir destroyed one enemy Hunter aircraft. For his exceptional flying skill and outstanding valour, Sqn Ldr Shabbir Hussain Syed was awarded SJ. After these epoch-making missions, No 14 Sqn earned the nickname of 'Tail Choppers'. Years after the war, Air Chf Mshl PC Lal, CAS, IAF admitted the sound and fury of this memorable attack; he wrote, "When we have not realised and once in a while we have not, as at Kalaikunda, we have paid for it." Very few in the history of warfare have enjoyed the unique distinction where their professionalism was even acknowledged by the adversary.

Shabbir did not stop there. He continued to challenge the IAF in the days to come. On 10 Sep, he led the four-ship Sabre formation to strike the IAF Base, Bagh Dogra. Flg Off Salim, Flt Lts Farooq F Khan (who later became Air Chief), and Hassan Akhtar accompanied their fabulous commander in this strike. The formation struck Bagh Dogra at 1730 hrs and destroyed four enemy aircraft on ground and inflicted heavy damage to ATC tower building.

Citation of Gallantry Award: "On 7 Sep 1965, Sqn Ldr Shabbir Hussain Syed led a flight of F-86 Sabre Jets on two separate strike missions on a well-defended enemy airfield at Kalaikunda. During these strikes, he and his flight destroyed on the ground 10 Canberra Light Bombers and two unidentified enemy aircraft, and damaged two more. In an aerial combat following the strike, Sqn Ldr Shabbir destroyed one enemy Hunter aircraft. For exceptional flying skill and outstanding valour in pressing home the attacks on enemy aircraft, Sqn Ldr Shabbir Hussain Syed is awarded SJ."



Career till Retirement: After 1965 War, he served in various fighter units as a Sqn pilot and earned respect and admiration from all. Shabbir was also the proud member of PAF official aerobatic team, 'The Red Dragons', formed under Wg Cdr Wiqar Azeem. The team on 9 Mar 1967 carried out some stunning aerobatics in honour of Shah of Iran at Peshawar. Apart from carrying out standard aerobatics, this team performed most of the stunt manoeuvres for which the aerobatic team was known at that time. From 1967-70, he commanded prestigious No 15 and 26 Fighter Sqns based at Masroor and Peshawar respectively. Afterwards, he commanded two fighter wings at different bases. In 1975, he was posted to AHQ as Director of Operations. He was given the prestigious appointment of Base Commander, Sargodha in 1979. Subsequently, he took over as Air Officer

Commanding, Northern Air Command in Jul 1982. As Shabbir always put service before self, he was befittingly rewarded by PAF. He was made DCAS (Ops) and later on, he retired from PAF as VCAS in 1988 after rendering 34 years of meritorious service.



Air Mshl Shabbir (right) and Air Chf Marshal Anwar Shamim (centre) during the re-equipment ceremony of No 26 Sqn at Peshawar (Jul 1984)

During his career, Air Mshl Shabbir attended a number of professional courses. His service courses included Fighter Leaders' Course, Flight Safety Officers' Course at University of Southern California, USA, Pakistan Air Force Staff Collage, Royal College of Defence Studies, UK and Senior International Defence Management Course, USA. In addition, he had the honour of training the pilots of Iraqi Air Force in 1968 when he was on deputation there. PAF acknowledged his services by awarding him HI (M) and SJ.

Family Details: Shabbir married Farida Alvi. The couple was blessed with two daughters. Zahra and Salma.

End of the Hero: On 29 Apr 2002, Air Marshal Shabbir Hussain Syed closed his large brown eyes and his shining face waned away forever. The "Chan" eclipsed never to appear again. The hero was bid farewell by the rank and file of PAF in a service funeral held in Islamabad. He was laid to rest with full military honours in his native village near Basal. The great air warrior has gone; however, the story of lightening and roaring raids over Kalaikunda would continue to be a resounding chapter in the history of PAF.

AVM Eric Gordon Hall, SJ



Name:	Eric Gordon Hall
Pak No:	2768
Father's Name:	Capt E E Hall
Date of Birth:	12 Oct 1922
Place of Birth:	Rangoon Burma
GD(P) Course:	20th Course of RIAF
Date of Commission:	20 Dec 1943
Date of Retirement:	30 Jun 1975
Date of Demise/Burial:	17 Jun 1998/Maryland, USA
Gallantry Award:	SJ

Early Life/Career: Born in Rangoon Burma, the son of a British army officer, tall and handsome, Eric was resilient since early days. He did his matriculation from Diocesan Boys High School Rangoon in 1942. When Japanese forces invaded Burma early in WW-II, his mother, sister, and aunt were evacuated to India by air, leaving behind Eric and his younger brother. He along with his brother travelled on foot through the jungle from Myitchinya in north Burma to Dibrugarh in India. During his weeks-long trek through the hostile jungle, Hall wore out his shoes and he arrived in India exhausted, ill and with blistered, bug-bitten feet. After a period of hospitalisation, he recovered and joined RIAF the same year and got commission on 20 Dec 1943. While serving in No 6 Sqn of RIAF, he actively participated in WW II in Burma front, flying Spitfire and Hurricane aircraft. After the war, he was selected for Advanced Instructors' Course at Central School England in 1947.

With the creation of Pakistan, young Eric was quick to opt for the new state and was posted to RPAF School, Risalpur as an instructor under the legendary command of Wg Cdr Asghar Khan. At Risalpur, Hall played a key role in shaping the future of young Air Force. In 1956, he got the prestigious command of his parent unit No 6 Sqn based at Lahore. He commanded the Sqn for a couple of years with great resolve. After his command tenure, he proceeded to UK for attending Staff Course at RAF Andover. After his return, he remained on key command and staff appointments, which included command of PAF Station Drigh Road, Deputy Commandant PAF Staff College, and Director War Plans at AHQ Peshawar. During 1965 Indo-Pak War, he was commanding PAF Base, Chaklala (now Nur Khan).

Brief Description of Gallantry: During Indo-Pak War in 1965, one of the most enterprising demonstrations of the PAF's genius for improvisation was related to the night bombing campaign. The immense load carrying capabilities of C-130 aircraft gave the station commander of the transport base at Chaklala, Gp Capt EG Hall, the idea of using Hercules as bombers. Long before 1965 War, PAF had adapted its smaller twin-engine Bristol Freighter transport aircraft to carry a 4000 lb bomb load beneath each wing, and 6 Sqn had undertaken a limited amount of training in night bombing against lightly defended targets. The normal load capacity of the C-130, however, was well over 24000 lbs, which gave it a bombing potential equivalent to the heaviest bombers of WW II. EG Hall had been personally associated with the earlier Freighter modification, and when the idea of gearing up the C-130 had first occurred to him a few months before Sep 1965, he had done some tinkering with the mechanics of how to carry the bombs. His technicians had helped him devise some simple wooden cradles on which the bombs were laid, tied to the floor of aircraft. The idea was that seconds before Drop Zone the cradles would be released, allowing the bombs to roll out of the aircraft as a normal cargo.

As soon as he got the go ahead from AHQ to carry out such missions, he quickly prepared a comprehensive plan to impart practical training to his aircrew. Jamrud Range soon became the centre of all training activities. The resilient aircrew of No 6 Sqn took the challenge head-on and soon mastered to fly the Hercules in its new role.

After successful bombing trials, the first live bombing mission by C-130 was planned on 11 Sep 1965; the target was the heavily guarded Kathua bridge. Gp Capt Hall volunteered to lead the first bombing mission that was fraught with danger as the totally unarmed C-130 was highly vulnerable to enemy action. The



AVM E G Hall (5th from right) along with the members of PAF's Volley Ball team (Winners of Inter Services Championship) at Peshwar

first strike proved to be fruitful as the arrival of 28000 lbs of bombs as a single load not only surprised Indians but also broke the back of Indian advance in Chamb sector. Next day, All India Radio announced that PAF was now using four-engine Bombers of Chinese origin, which appears to be a case of mistaken identification by IAF fighter crew for the C-130 in the moonlight over Pathankot.

The last two C-130 bombing missions caused Pak Army in the Lahore sector some nervous moments of indecision. The target, at Attari comprised an Indian ack-ack regiment with 72 guns, deployed in a strip about one mile long running parallel and close to the BRB canal. The requirement was to bomb the guns with pinpoint accuracy without breaching the canal, which would have severely flooded the whole sector. The resilient aircrew of 6 Sqn under the legendary leadership of E G Hall proved equal to the task and achieved the mission to the delight of Pak Army. When the two C-130s returned from the successful bombing run, all that was left was piles of burning steel of Indian Army guns. Although the Indians claimed to have shot down several C-130s during the war, Gp Capt EG Hall was able to line up all 5 on the PAF inventory at Chaklala when this was visited by the IAF C-in-C after the cease-fire.



AVM E G Hall receiving Prime Minister Bhutto at PAF Peshawar

Citation of Gallantry Award: "Gp Capt Eric Gordon Hall in his capacity as Station Commander, Chaklala played a very vital role during the war with India. All operations were conducted very successfully under exemplary guidance and inspiring leadership of Gp Capt Eric Gordon Hall. No task was too hazardous for him. To set an example, he personally flew and led several operational missions that kept the morale of his officers and men at an exceptionally high level. For his courage and example beyond the call of duty, Gp Capt Eric Gordon Hall is awarded SJ."



Career after War: After 1965 War, Air Cdre EG Hall was appointed as Assistant Chief of the Air Staff (Training) at AHQ Peshawar. He later commanded the largest PAF Base at Mauripur in 1968. After the eventful command, he became the Assistant Chief of the Air Staff (Administration) for a period of two years. During 1971 War, he was the Vice Chief of Staff, PAF and played a key role in executing the war plans effectively. He also had the honour of being the Air Attaché in the Embassy of Pakistan in USA; he served there for two years. His long innings of meritorious services to Pakistan ended on 30 Jun 1975. After retirement from PAF, he became the Director General of Civil Aviation Authority. Hall migrated to Maryland, United States, where in Aug 1982 with his wife Marjorie, he founded and served

as corporate President of Hall Enterprises, Inc. The company has been engaged in the business of importing and exporting Pakistani furniture, giftware, and military spare parts.

Family Details: Eric Hall married Marjorie May Wells. The couple was blessed with a daughter and a son. Elder child, Gillian Hall born on 1 Dec 1949 is married and settled in USA. Son Clive Hall was born on 5 May 1953 is also settled in USA.

The Sad Demise: The great warrior, legendary leader, and visionary commander breathed his last on 17 Jun 1998 (aged 76) in Maryland, United States. He was given the hero's farewell and was buried in Maryland cemetery with full military honours.



AVM and Mrs E G Hall during a social gathering at PAF Officers' Mess Peshawar

AVM Masood Khan, HI(M), SJ



Name:	Abdul Masood Khan
Pak No:	1425
Father's Name:	Abdul Halim Khan
Date of Birth:	20 Nov 1933
Place of Birth:	Patna, India
GD(P) Course:	13 GD (P)
Date of Commission:	11 Jun 1953
Date of Retirement:	15 Jun 1953
Date of Demise/Burial:	3 Apr 2004/H-11 graveyard, Islamabad
Gallantry Award:	SJ

Early Life/Career: Born in a noble family of Patna, Masood did his F Sc from reputable Aligarh College in 1950. He joined PAF College, Risalpur in 1951 along with star-studded 13 GD(P) course. His course mates included Sajad Haider, Rais Rafi and M Iqbal, who later rose to fame during 1965 War and were awarded with SJ. Masood's exceptional performance during training at Risalpur bore fruits on his graduation day when he won the sword of honour for over all best performance, along with trophy for best performance in ground subjects in the course. After graduation, Masood got his first posting to No 12 Sqn where he flew Dakotas, Viscount and Bristol Freighter aircraft. As modern and state-of-the-art C-130 Hercules replaced the vintage Bristol Freighter, Masood was among the pioneering few to convert on the new weapon system. He flew extensively on the new aircraft and became a symbol of excellence for other pilots of the Sqn. In 1964, Masood was entrusted with the command of No 12 VIP Communication Squadron. He discharged his duties with utmost professionalism for a brief period of one year and then took over the command of No 6 Sqn at Chaklala.



Brief Description of Gallantry: As the war broke out in 1965, Masood was commanding the PAF's oldest No 6 Sqn. He not only prepared his Sqn for the war but also led it from the front by carrying out maximum number of operational



Sqn Ldr Abdul Masood Khan (3rd from right), Wg Cdr Salahuddin Zahid Butt (2nd from right) along with aircrew at PAF Base Chaklala during 1965 war



Sqn Ldr Masood Khan (standing 4th from left) along with the aircrew, after carrying out a successful bombing mission during 1965 war

missions during the war. On 6 Sep 1965, transport aircrew, which had already played a vital support role with their supply-dropping missions in Kashmir, were to undertake even more dramatic offensive operations deep inside enemy territory. The airfield strike plan of 6 Sep was one such example. The plan included an air assault element against the enemy air bases at Adampur, Halwara and Pathankot as targets. The task was dangerous and was never tried before in the history of



Gp Capt Masood, OC 35 Wg Chaklala (sitting in centre) along with air crew of PAF Base Chaklala

PAF. On the night of 6 Sep, three C-130s left Peshawar. The Sqn Cdr of elite No 6 Sqn, Sqn Ldr Masood Khan, piloted one of them. He along with his experienced navigator took off in pitch-dark night. The target was to drop a strike team of 60 Para commandoes tasked to destroy aircraft, kill enemy personnel, and blow up fuel dumps and other targets of opportunity at Halwara airfield. Maintaining complete radio silence and flying at deck level, the aircraft entered enemy territory without radar detection. A minute away from the target, Masood manoeuvred the aircraft for the final run-in. As they neared Halwara, the aircraft doors were opened and paratroopers jumped out. It was a swift action, which achieved a complete surprise. After successful drop, Masood exited at treetop level to avoid detection and landed back safely at Peshawar.

On 22 Sep 1965, a bombing mission on C-130 aircraft was planned at the request of Pak Army. The target was the Indian artillery guns that were continuously shelling the city of Lahore. Masood Khan, with his experienced navigator Flt Lt Abdi, was detailed for this demanding mission. The crew took off at 2300 hrs in pitch-dark night. Nothing was visible as the late September haze had completely engulfed the entire plains of Punjab. Sqn Ldr Masood Khan with the assistance of able navigator on-board brought the aircraft accurately to its checkpoints on the river Ravi. They started their carefully timed run-in, cross checking with their on-board radar. As the aircraft approached the target, the crew saw scores of Indian artillery guns, armoured vehicles and ammunition trucks in the area. Sqn Ldr Masood adjusted the aircraft for the final run-in and Abdi started with the countdown. As they approached overhead the target, Abdi announced green light (signal to drop the load). Bombs were released simultaneously at the appropriate

second, and more than 20 tons of TNT devastated the Indian artillery guns. The shock waves produced as a result were so tremendous that they caused the aircraft to shudder. Soon the enemy ack-ack opened up. Sqn Ldr Masood exited the area at deck level avoiding the barrage of formidable fire. One of the shells struck the right wing of the Hercules, but the valiant aircrew carried on and landed back safely at Peshawar. The mission was achieved with pinpoint accuracy and the Indian artillery guns were silenced forever.

Citation of Gallantry Award: "Sqn Ldr Abdul Masood Khan flew many special missions in a transport aircraft over an important enemy airfield where he dropped paratroopers. He succeeded in penetrating the enemy's concentrated radar defences to accomplish the mission. In doing so, he displayed great skill, determination, professional ability, and courage. Sqn Ldr Abdul Masood Khan is, therefore, awarded SJ."

Career till Retirement: During the Indo-Pak War of 1971, Wg Cdr Masood was commanding the No 35 Air Transport Wing at Chaklala. He once again led the flying wing with great zeal and enthusiasm. He as a commander set high levels of standards for the aircrew and became a role model for the young aircrew. He participated in numerous bombing campaigns and supply mission deep inside enemy territory. After the war, Masood got the prestigious command of PAF Base Chaklala (now Nur Khan), a great honour in the career of a transport pilot. After commanding Base, he moved to AHQ and became the Director of Personnel for two years. In 1976, he was selected for the assignment of Air Attaché in USSR for the period of four long years. His tenure saw the advent of historical Russian invasion of Afghanistan in 1979. On completion of that tenure, he got back to Pakistan and was posted to ISI. After tenure of one and a half years at ISI, he was posted to JSHQ as Director General Logistics. He remained on this important assignment for four years and played a key role in defining ways and means to improve inter-services coordination. Toward the end of his illustrious career, he had a short tenure as MD of Shaheen Foundation.

AVM Masood Khan never spoke about his actions to anyone, not even to his family. However, these were revealed in a letter he wrote to his son, Farhan Khan (Copy placed at Appendix 'C')

The Sad Demise: His obituary, published in newspaper, reads as under:

Islamabad, 4 April 2004: A 1965 war veteran, AVM Abdul Masood Khan, SJ, HI (Mil), was laid to rest with military honours at Islamabad Graveyard. According to a PAF press release issued on Friday, the funeral prayers were offered by a large number of serving and retired PAF personnel, retired PAF chiefs and the family members of the late AVM Masood Khan. On this occasion, Air Mshl (Retd) Asghar Khan said that AVM Masood Khan had been an outstanding officer who always set an excellent example for others to follow. After his sad demise, Air Chief Marshal Jamal A Khan wrote a befitting tribute in his honour(placed at Appendix 'C')

Family Details: Masood married Huma. They were blessed with two sons and a daughter. His children Farhan, Amna and youngest Ali are all settled in USA.

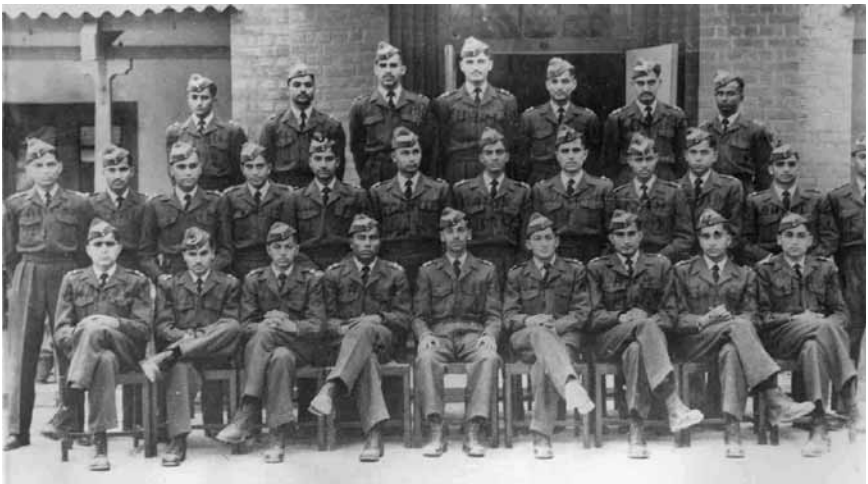
AVM Amjad Hussain, HI(M), SJ, SBt



Name:	Amjad Hussain Khan
Pak No:	3846
Father's Name:	Muhammad Hussain Khan
Date of Birth:	16 Oct 1937
Place of Birth:	Faisalabad
GD(P) Course:	25 GD (P)
Date of Commission:	29 May 1958
Date of Retirement:	1 Dec 1988
Gallantry Award:	SJ
A Rare Honour:	"F-86, F-104, F-6, Sabre-6, Hunter, SU-7, Mig-21, Mirage-III, Mirage-V, F-16- these are some of the fighter aircraft flown by AVM Amjad during his illustrious flying career-any fighter pilot can only dream of."

Early Life/Career: Faisalabad born Amjad was the son of M Hussain Khan, a well-reputed district health officer of Faisalabad. At the time of partition, Amjad's family moved to Rawalpindi where he received his secondary education from Gordon College. In 1954, he got admitted to FC College, Lahore for higher studies. During one of these days young Amjad ended up in RPAF Selection Centre at Lahore. Not surprisingly, brilliant Amjad was selected for the RPAF and was sent to No 2 Air University Sqn to appear in a flying aptitude test. After qualifying the test with distinction, young Amjad joined JSPCTS (Joint Services Pre Cadet Training School) at Quetta to undergo military training. In Sep 1955, Amjad reported at RPAF College, Risalpur with 25 GD (P) Course. After completing his primary flying training on Harvard T-6G aircraft, he was selected for Advanced Flying Training in USA. During training at Williams Air Force Base, he flew a variety of aircraft including T-33, T-34, and Sabre F-86. On return, Amjad earned his wings and in Sep 1958 joined the elite No 5 Sqn equipped with Sabres. As a Flg Off, he was selected for the Advanced Gunnery Course at Fighter Leaders' School, Mauripur, a rare honour in the career of a promising young fighter pilot. In 1960,





Flt Cdt Amjad (standing 5th from left-first row) along with 25 GD (P) course at Risalpur

his name entered the annals of PAF history, when he became the first PAF pilot to eject from F-86 during a night flying mission. Same year, he did conversion course on F-104 Star Fighter and joined elite No 9 Sqn at Sargodha. Amjad mastered the art of air combat on the new weapon system of PAF in short time and soon earned respect among his peers in the squadron. Fighter Leaders' School was the next stop in the promising career of Amjad, where as an instructor he trained the future commanders of PAF with utmost dedication. Later, he got posted to No 18 Sqn in Mauripur.

Participation in 1965 War: As the tensions between India and Pakistan started to rise in Sep 1965, Flt Lt Amjad was sent to Sargodha with a detachment of No 18 Sqn. As he was considered a better choice on F-104s, the Base leadership decided to attach him with No 9 Sqn. Those were the exciting days for young Amjad. He volunteered for almost all the daring missions assigned to the squadron and never looked back. He was a source of inspiration for the others, and being a cheerful fellow, he kept raising their morale until the ceasefire.

In first week of Sep, he flew CAP missions and provided top cover to PAF strikes in the battle area flying the F-104s. On the morning of 6th Sep, Amjad along with his leader Aftab Alam was patrolling the battle area over Chamb at 30,000 feet. Soon the Sakesar radar came up on the radio and asked them to dash towards the scene of a strafing attack by IAF against a train at Gakhar station near Rahwali airfield. As the courageous duo arrived at scene, Amjad soon spotted four Mysteres busily engaged in bomb and rocket attacks against a stationary passenger train under the impression that it was carrying ammunition. The formation was also strafing the mobile control unit and radar equipment of No 230 Sqn at Rahwali. The scene of attacks on a passenger train infuriated the two pilots and they dived after the enemy aircraft. As they opened after burners and chased the four Mysteres, they broke off and began to make their escape by exiting

at 50 feet AGL. Such was the deterrence of the formidable Star Fighters during the 1965 War. At the same moment, Amjad's radio packed up and he had to return to Base. On the other hand, his leader continued the chase and shot down one of the fleeing Mystere with his lethal sidewinder.

Brief Description of Gallantry: On the morning of 7 Sep, six-ship formation of IAF Mysteres, with Wg Cdr Tanega as leader struck Sargodha from Adampur. At 0538 hrs, as the six Mysteres pulled up for the attack on Sargodha, a complete surprise was achieved by the enemy. Luckily, the IAF pilots did not succeed in delivering any considerable damage and exited in haste. Flt Lt Amjad flying the lone Star Fighter in the area was immediately vectored by Sakesar radar to catch up with the fleeing Mysteres. Charging in at great speed, Amjad immediately got behind the lagging Mystere at low level and fired a Sidewinder missile, which missed and hit the ground with high speed. Amjad had taken a chance at about a mile away from the boogie but as he closed-in he switched over to his lethal six-barreled Vulcan revolver-cannons and fired a volley of 20mm bullets on intruder. To his utter surprise, the aircraft was still intact and the bullets didn't quite land on it. Soon he realised that his pipper was off-target; he immediately corrected it and fired the next round. This time the Mystere broke to the right and hit the ground instantaneously. Amjad broke off to improve his tally. On the lookout for the other Mystere, Amjad soon spotted one flown by Sqn Ldr Dayayya, turning for him. He made a perfect yo-yo climbing to 7000 feet and got behind him at low level. By this time, Amjad had realised that he was up against a very determined fighter pilot. Soon both went into classic scissors. Moments later Amjad got an opportunity to get behind the tail of the Mystere and opened fire at very low level. The aircraft got direct hit and blew up into small pieces. Amjad being very close the ill-fated aircraft rammed into it. His aircraft controls got frozen; he tried to nurse the crippled aircraft but failed. Soon he realised that he had been left with no other option but to eject. He made a successful ejection at 50 ft AGL, with barely enough time for his parachute to blossom. Amjad landed in Kot Nakka a nearby village, five miles south of Pindi Bhattian and was rescued by the jubilant villagers. With the help of locals, he managed to return to Base and was up for the action the same evening. It is pertinent to mention that Sqn Ldr Devayya, who fought bravely against Amjad, received 'Maha Vir Chakra' posthumously later in April 1988.

Later in the war, valiant Flt Lt Amjad also participated in the famous strike on Amritsar Radar, flying as No 2 with Sqn Ldr Jamal as leader. Their formation delivered a deadly blow to Radar and incapacitated it for a couple of days.

Citation of Gallantry Award: Flt Lt Amjad was awarded SJ and the citation reads, "On the morning of Sep 7, Flt Lt Amjad Hussain Khan engaged two Mysteres at low level, attacking Sargodha airfield. He fired at one aircraft but as his target was flying at a very low altitude, it was ineffective. The two aircraft detected him and took evasive action. Flt Lt Amjad Hussain Khan out manoeuvred the Indian pilots and destroyed both aircraft. The second aircraft blew up in the air and the debris struck his aircraft and froze its flight controls. Flt Lt Amjad Hussain Khan ejected at 50 feet above ground level. This narrow escape from death had no ill effects on the pilot and within a day, he was available and more than willing to continue his duties. For his dedication to duty and courage, Flt Lt Amjad Hussain Khan is awarded SJ."

Post War Career: After the 1965 War, Amjad served in No 9 and 18 Sqns before being selected for deputation to Iraq. On his arrival, he was tasked to set up the Operational Conversion Unit at Habaniya for the training of young fighter pilots of Iraqi Air Force. He employed his unmatched skills and vast experience in achieving the assigned task in record time. In later part of his eventful stay at Iraq, he contributed extensively to training Iraqi pilots and earned respect and admiration from his superiors. He also remained on various key operational and staff assignments during his stay on various stations including Habaniya, Kirkuk, and AHQ at Baghdad. These were the most interesting times in the career of Amjad as he was flying a variety of fighter aircraft at one given time. At one moment during his stay in Iraq, he was flying the Russian SU-7, Mig-21 and British Hunter aircraft, an enviable achievement of his career. After spending two eventful years in Iraq, Sqn Ldr Amjad returned to Pakistan taking over the command of prestigious No 9 Sqn. Under his charismatic leadership, the Sqn won various Inter-Sqn Armament Competitions and prepared well for facing any future eventuality.

Participation in Indo-Pak War of 1971: Amjad did not have to wait for long in order to test the capabilities of his Sqn. With the outbreak of Indo-Pak War of 1971, his Sqn immediately went into action and carried out ADA and CAP duties from Sargodha. From 1 to 4 Dec, he flew three strike missions against Amritsar and Barnala radars delivering considerable damage. On 5 Dec, he once again led a four-ship formation to strike Amritsar radar, which was proving a fortress for PAF. The formation struck the radar in broad daylight at 1300 hrs and passing through the barrage of heavy ack-ack fire delivered the lethal blow to its well-concealed antenna. While exiting the battle area, his aircraft was struck by the enemy anti-aircraft guns and got severe damage. Amjad kept calm and tried to nurse the



Flt Lt Amjad (2nd from right) along with pilots of PAF Base Sargodha during 1965 war



Flt Lt Hakimullah taking Aim as Flt Lt Amjad looks on- ADA pilots relaxing during 1965 war



Flt Lt Amjad (sitting in centre) in a group of No 9 Sqn fighter pilots during 1965 war

damaged aircraft back to Pakistani territory, hardly 12 miles; one and half minutes away. Soon thick smoke filled up the cockpit and the instrument panel became invisible, leaving Amjad with no choice but to eject in enemy territory. He bailed out (third ejection of his career) successfully and landed with minor injuries in an Indian village. Soon he found himself in the midst of angry crowds. He tried to escape but was captured by villagers. After capture, he was transferred to POW Camp 99 at Allahabad where he remained in confinement for a full year. His ordeal ended in Dec 1972 when he got free, boarded the PAF aircraft at Delhi, and flew back to his beloved motherland.

Career till Retirement: After the war, Wg Cdr Amjad was given the prestigious command of No 5 Sqn, equipped with newly inducted French Mirage aircraft. After two years of successful command, he was sent on deputation to Egypt. As he arrived, Arab-Israel War broke out in 1973. Based at Inshas Air Base, he actively participated in the war and flew Air Defence missions on MiG-21 aircraft. His dauntless services rendered in safeguarding the aerial frontiers of the brotherly Muslim country were acknowledged at the highest level and he returned home with another feather in his cap. On return, he had hardly spent a year when his valuable services were once again in demand. This time he was sent to Abu Dhabi Air Force with a mandate to establish their Fighter Conversion Unit. Towards the later stages of career, Amjad remained on various command and staff appointments, which included OC Flying Wing Rafiqui, Director Operations at AHQ, Senior Air Staff Officer (SASO) Air Defence Command, ACAS (Ops) and Base Commander Rafiqui. On promotion to a two-star rank, AVM Amjad was appointed as AOC Southern Air Command where he served for two years till his illustrious career came to an end in 1988.

Family Details: Amjad married Samina Ahmed in Karachi on 20 Apr 1965 in the midst of Rann of Kutch crisis. Due to emergency imposed in PAF, Amjad hardly got three days of leave to contract marriage and returned to Sargodha for carrying out flying duties. After the war, the couple ended up in Sargodha where Amjad celebrated honeymoon while doing day and night Air Defence Alert duties on F-104s. The couple was blessed with two sons and a daughter. Aamir Amjad Khan was born on 14 Dec 1966. After completing Electrical Engineering he did MBA from LUMS and became Senior Vice President at Faisal Bank. He has recently started his own business in Lahore. Fahed Amjad Khan was born on 15 Aug 1970, a Mechanical Engineer and LUMS graduate is now a Corporate Banker. He at present is serving as Senior Vice President in MCB, Lahore. Shafaq Amjad Khan was born on 10 Feb 1978. She is a graduate of Kinnaird College, Lahore and is married and playing an important role of homemaker.

Air Cdre Nazir Latif, SJ



Name:	Nazir Latif
Pak No:	1081
Father's Name:	Dr I Latif
Date of Birth:	23 Oct 1927
Place of Birth:	Lahore
GD(P) Course:	7 GD (P)
Date of Commission:	21 Dec 1950
Date of Retirement:	27 May 1972
Date of Demise:	30 Jun 2011
Gallantry Award:	SJ

Early Life/Career: Nazir Latif was born in a highly educated and well-reputed Christian family of Lahore. His father Dr I Latif was a well-known professor of psychology and had achieved his PhD degree from Princeton University, USA. Later, he taught at FC College, Lahore as a professor. Bill Latif (popularly known in PAF) grew up in Rawalpindi and received his primary education from Cathedral College at Saddar. He later did his FSc from FC College, Lahore in 1944. After partition, Latif joined Orient Airways as pilot and flew commercial flights for a couple of years. However, he had always wanted to be a fighter pilot and thus joined the Pakistan Air Force in 1949. He joined the RPAF College with 8 GD Pilot's Course but because of his remarkable performance in flying, he was promoted to the 7 GD (P) Course and graduated in 1950. Nazir was sent to Great Britain where he attended and graduated from Royal Air Force College, Cranwell in 1954. The enviable list of his achievements is long. Bill Latif was a proud member of PAF 'Falcons'



aerobatic team. On 2 Feb 1958, this team made a world record in the history of aviation. On that red-letter day, for the first time a formation of 16 Sabre Fighters performed a loop during an air display at Masroor under their renowned leader Wg Cdr Mitti Masud.

Bill Latif was also the leader of the PAF's bomber aircraft formation aerobatic team, which made a world record in 1964 by pulling up a formation loop. The unimaginable stunned the international enthusiasts and left them spell bound. In 1969, he formed and led the PAF's first aerobatic team on a supersonic aircraft, the Chinese F-6.

War Experience: At a time when political tension between India and Pakistan started to escalate over disputed area of Kashmir and war clouds started to gather in Aug 1965, Wg Cdr Bill Latif was commanding the prestigious No 31 Wing at Mauripur. He prepared the wing well to face contingency in any future conflict and led a resolute group of bomber pilots and navigators with utmost dedication and courage. In mid Aug, he prepared a comprehensive training programme for the air crew and started with extensive low level night flying and weapons delivery missions at Somiani Range. Most of it involved low-level strikes from 100 feet above the ground level (AGL). The crew also practised skip-bombing attack from 500 feet AGL. In order to build up the stamina and make the crew more robust, Latif made them fly for many nights.

As the war broke out in Sep 1965, his resolute aircrew members were ready to face the action and under his brilliant command, they produced some exceptional results. In the beginning of Sep, he along with a detachment of bomber wing moved to Peshawar to participate in operational missions. He believed in leading the under command by example and actively participated in numerous bombing missions deep inside enemy territory.

Brief Description of Gallantry: On the night of 8 Sep, he was detailed to lead a two-ship formation of B-57s to strike Ambala, one of the most heavily defended bases of the Indian Air Force deep inside enemy territory. The TOT (Time on Target) was one hour past mid night. As the formation took off, they observed that nothing was visible. The Indian cities, villages, bridges and other ground features seemed to be all covered under a black pall. Flt Lt Mazhar, his navigator, meticulously guided the bombers to Ambala, from where the IAF was continuously launching air operations in West Pakistan. Formatting in battle formation behind the leader was another roaring B-57 bomber, piloted by Sqn Ldr Bokhari and Sqn Ldr Aurangzeb Khan as his navigator.



Sqn Ldr Nazir Latif, Sqn Cdr No 18 Sqn, (sitting in centre) along with fighter pilots at Sargodha

On reaching the IP (Initial Point), Bill started to descend through the thick layer of haze and headed for the target. As the formation approached the target, Bill carried out final checks. One minute short of target, navigator started with the final countdown. Overhead the target, he looked down to pick up visual with airfield but failed to make out anything due to complete blackout. As he pulled up for the attack, suddenly the sky around the aircraft lit up with ack-ack fire making a barrage of tracers and shell-bursts. The devastating fire had engulfed the whole place and his cockpit filled up with flashing lights. His hands moved to the controls and he instantaneously dived into the deadly focus of fire. Racked and rocked, the formidable aircraft moved on. Through this sparkling web of concentrated fire, he could make out aircraft hangars silhouetted against the dim moon light. He pressed the bomb release switch and four thousand pounders jerked out of the bay and tumbled down into the darkness below. With all the fire-works around, the formation pulled up for the second run to ensure complete destruction of the airfield. The second run was also a complete success. As Bill turned to exit the scene, a huge thud shook the aircraft. His navigator informed that the anti-aircraft guns had hit them. Bill Latif immediately turned his head to the left and saw smoke emitting out of left wing. He kept calm, dashed to deck level, and manoeuvred the aircraft out of the incredible fire. He immediately checked his instrument panel for any signs of fire, but to his good luck, there were no signs of it. He asked his navigator to calculate the fuel for return journey and direction to steer back. On entering Pakistan airspace, Latif jacked up to higher level to conserve on fuel and very skilfully headed back to Peshawar.

After landing, while making a post flight inspection the crew examined the extent of damage inflicted to the aircraft and found out that a shell had pierced through the wing creating a huge hole. Looking at the degree of damage, they thanked Almighty Allah for coming back in one piece. The heroic performance displayed by Bill Latif that night not only saved a valuable PAF aircraft but also achieved the mission with great precision. He continued to participate in bombing strikes deep inside enemy territory and played havoc on targets like Adampur, Pathankot, Sirsa, Srinagar, and Jodhpur. His last mission was the deepest penetration in enemy territory against their farthest bomber base at Agra. The base had a formidable defence and was guarded by the MiG-21s, SAMs, light and heavy anti-aircraft guns. Undaunted by the threats and keeping aside his personal safety, he carried out the mission with great determination and lived up to his enviable reputation.

Citation of Gallantry Award: "During the nights of 6, 7 and 8 Sep, 1965, Wg Cdr Nazir Latif led a flight of bombers on high and low level bombing of enemy airfields. Against intense enemy anti-aircraft fire and fighter opposition, he pressed home his attacks with great determination, courage, and a high degree of accuracy. On two occasions, anti-aircraft guns hit his aircraft but he flew back his aircraft and led the flights back to the base. In recognition of his exceptional flying skill and valour in the bombing operations against the enemy, the officer is awarded SJ."

Later Career: During the Indo-Pak War in 1971, while commanding PAF Base, at Masroor, he actively participated in the war and flew numerous daring bombing



Sqn Ldr Bill Latif (4th from right) along with the aircrew of bomber wing-1965 war



Sqn Ldr Bill Latif (2nd from right)-a memorable photograph with legendary Gp Capt FS Hussain in the centre

missions. He played a key role in thwarting the Indian Army offensive in Khokrapar-Chor sector, thus saving Hyderabad (Pakistan) from falling into enemy hands. Resilient aircrew under his courageous command carried out numerous bombing missions in that sector in broad daylight and destroyed scores of advancing enemy tanks, vehicles, and freight trains carrying ammunition. Latif was



Two war veterans



Wg Cdr Bill Latif leading the Rattlers

undoubtedly one of the best among fighter pilots, bomber pilots, and commanders during both peace and war. He commanded several fighter squadrons and all the fighter wings of PAF. He twice commanded the B-57 Bomber Wing, a rare honour. He commanded the prestigious Fighter Leaders' School (FLS) and PAF Bases Masroor and Peshawar. In 1969, he formed and led the PAF's first aerobatic team 'The Rattlers' on a supersonic aircraft, the Chinese F-6. After rendering long and meritorious service in PAF, he retired in 1972. Later, he served in Jordan for 18 long years and also served in an airline at Bahrain as Captain.

Air Cdre Nazir (Bill) Latif had brilliant eyes, which mirrored his soul, and a generous heart. He was a spectacular flyer, instructor, and commander. He never ever raised his voice or used expletives. It was this quality, which earned him enviable respect in PAF.



Gp Capt Nazir Latif, Station Commander Peshawar, (3rd from left) along with Air Mshl Nur Khan during C-in-C's annual inspection visit at Peshawar in 1966

Family Details: Bill married Doctor Francis Fazel Elahi on 26 Jun 1952 at Murree. The couple was blessed with a daughter Sabina on 27 Sep 1967. His wife passed away when he was in Jordan. And upon retiring from airline, he decided to return to Pakistan in 2007.

The Tragic Demise: Bill Latif was not prepared for the cruel twist of fate in store for him just short of his 80th birthday. He was out for a walk near the rest house where he was staying in Islamabad when he was struck by a stray bullet that hit him in the face. He somehow managed to come back to the rest house and was rushed to CMH. Unfortunately, the legend glided gently and silently into the sunset on 30 Jun 2011. He was a true gentleman with a large smile and a great sense of humour. The legendary Bill Latif was given a soldier's farewell by the entire rank and file of PAF and was buried with full military honours.



Gathering of Veterans - Air Cdre Nazir Latif (2nd from right), Air Mshl Nur Khan (centre) and Air Cdre Sajad Hiader (behind) along with other war veterans

Air Cdr Sajad Haider, SJ

(Leader of Pathankot Strike)



Name:	Syed Sajad Haider
Father's Name:	Syed Fazal Shah
Pak No:	1445
Date of Birth:	26 Dec 1932
Place of Birth:	Sargodha
GD(P) Course:	13 GD (P)
Date of Commission:	11 Jun 1953
Date of Retirement:	25 May 1980
Gallantry Award:	SJ

Early Life/Career: Sajad Haider was born in the well-respected family of Syed Fazal Shah, a doctor by profession. His father served as a doctor in World War I and later, he set up practice in Quetta on the invitation of Nawab Mehrab Khan Bugti (father of Nawab Akbar Bugti). His father was also among the pioneers of the Muslim League in Balochistan. His mother Rashida Begum, an epitome of love and affection, was a full-time mother. She being a strict disciplinarian played a key role in shaping the character of young Sajad.

Sajad grew up in Quetta, amongst the fierce tribal culture of the Baloch and Pashtuns tribes, such as the Bugtis, Marris, Kansis, Jogezais and Durranis. His early friends were the tribal chief's children and a smattering of Sikhs and Hindus. At Quetta, Sajad studied in a Mission School run by Christian teachers and sponsored by great philanthropist of that time, Mr Luther. He joined the elite St Francis Grammar School at Quetta, a completely English medium school of extraordinary reputation. After passing senior Cambridge exam,



Flt Cdt Sajad Haider (standing 2nd from right- 3rd row) along with his course mates at PAF Risalpur

Sajad was sent to Forman Christian College at Lahore. One-year stay at the college had a strong role in making Sajad a more rounded person.

Sajad had a dream since early childhood. This dream found an expression when he first saw Quaid-i-Azam, his idol. He sat in awe of the great leader, 6 feet away from his feet at his old school at Quetta. The Quaid spoke and spoke well. He talked about the defenders of nation, professionals, and civil servants. By the time, the speech was over, to be the defender of the nation had already become his obsession. The next day he saw three Spitfires (WW-II Fighter aircraft) over head, conducting a mock dogfight. Now his dream had reached for the sky and he wanted nothing else in life than to become a pilot.



Flt Lt Sajad Haider (3rd from right) along with PAF Falcon aerobatic team- 1958

Brilliant Sajad sailed through the preliminary exams at the PAF selection centre and cleared ISSB with ease. He was finally selected to join the 13 GD (P) Course at the Royal Pakistan Academy in Jan 1952. After spending one and half years at Risalpur, Sajad earned his wings on 11 Jun 1953. Within months after getting commission, he blossomed into a promising young fighter pilot.

After passing out, Sajad did the Fighter Conversion Course at Mauripur on the Tempest aircraft. He proved his mettle during training and stood second in the course, his course mate, legendary Sarfraz Rafiqui being the first. After Conversion in 1953, Sajad joined the No 14 Squadron, which was operating against the renegade zealot Faqir of Ipi at Miranshah. Sajad actively participated in operations against the tribal warlords at the behest of Pak Army. After spending an eventful year at Miranshah, he joined the PAF's first Jet Squadron, the elite No 11 Sqn. The unit was equipped with newly inducted "Super-Marine Attacker". In late 50s, RPAF acquired the state-of-the-art Sabre aircraft from USA and Sajad was among the pioneers who were selected to fly these aircraft.

Flying came naturally to Sajad. Years after years, he excelled in the art of flying and emerged as the top fighter pilot of his time. He did the Advanced Fighter Course on Sabre from USA and returned home with bags of air combat experience. He was also the proud member of the famous PAF aerobatic team 'Falcons' which on 2 Feb 1958 made an enviable world record by pulling a 16-aircraft formation loop. The flying aerobatics were part of the air show held at Mauripur in honour of King Zahir Shah of Afghanistan.

Participation in 1965 War: Perhaps the most exciting day of his life came on 1 Oct 1963 when he took over the command of No 19 Sqn at Mauripur. He had waited so long for this day and when it came, the euphoria was enormous. He was now destined to mould the squadron according to his own plans and ideas. Soon after taking over the command of the squadron, Sqn Ldr Sajad Haider

launched a comprehensive training plan for the grooming of his under command fighter pilots. He led the squadron from the front and history bears witness to the great achievements his squadron made under his able command. He did not have to wait for long to prove his mettle. Soon the war clouds gathered in Aug 1965 and his squadron was the first to get into the thick of the battle.



Sqn Ldr Sajad Haider along with pilots of No 19 Sqn ,moments before launching a strike mission against Pathankot during 1965 war

The First Strike: It was late afternoon of 6 Sep 1965 when India started its undeclared war against Pakistan and attacked Lahore. Since morning, Pakistan Air Force had been operating in Lahore sector in support of Pakistan Army but this was the first time it had decided to go on the offensive. Pathankot, one of the main bases from where the Indian Air Force was launching its aggression, was chosen as the target for the first strike. Sajad Haider and his fighter pilots were honoured for launching the vital mission.



No 19 Sqn attacking Indian armour at Wagah during 1965 War

While the commanders at AHQ were busy in monitoring the air operations, miles away at PAF Station Peshawar, a group of ground crew was spiritedly busy in giving final checks to some Sabre Fighter-Bombers parked at the operational platform. The refuelling over, the aircraft, with guns loaded and rocket in their launchers, were ready to go on their mission. An hour earlier Sqn Ldr Sajad Haider had finished briefing the pilots on impending strike mission. The TOT. (Time-on-target) was 1705 hrs. Take-off was now minutes away, and a serious mood settled over pilots as they picked their parachutes and helmets and walked towards their aircraft. As the pilots reached their Sabres, the ground crew greeted them with smiles and bade them 'Khuda Hafiz', wishing them success. They clambered into their cockpits, strapped themselves, and went through cockpit checklist with mechanical precision. Their engines rising into a high-pitched whine, they taxied out towards the runway.



No 19 Sqn attacking IAF Base Pathankot during 1965 War

For a moment, they stood at beginning of the runway with engines humming when suddenly with deafening roar the leader, with his wing man hardly a few feet away, started rolling down, gathered speed and lifted their graceful bodies sharply into the air. Behind them came another and then another until the

thundering line stretched far away into the north. Soon there were only specks left on the distant horizon.

Led by Sqn Ldr Sajad Haider, the eight Sabre Fighter-Bombers formed up in battle formation and headed towards the enemy territory. The formation levelled off at planned height and as the borders drew closer, they started deep descent looking like eight hawks going in for their prey. The Sabres were now seven minutes to the target. Haider looked at his watch and then on his flight plan card. They were bang on time. For a while he glanced on either side and the sight of his seven colleagues flying immaculately in their briefed position, filled him with pride. The formation comprised Flt Lts Mo Akbar, Mazhar Abbas, Dilwar Hussain, Ghani Akbar and Flg Offs Arshad Chaudhry, Khalid Latif and Abbas Khattak. Tied escorts comprised Sqn Ldr Tawab and Flt Lt Arshad Sami. Flying low over



Sqn Ldr Sajad Haider (standing centre) - flanked by fighter pilots of No 19 Sqn during 1965 war



Sqn Ldr Sajad Haider (centre)-leading the pack of No 19 Sqn air warriors during 1965 War



Sqn Ldr Sajad Haider and Flt Lt Akbar during 1965 War at Peshawar

Indian villages, they could see villagers rushing out of their houses, watching and wondering about their destination and purpose. Minutes later, it was time to pull up and the Sabre like darts climbed steeply into hazy blue sky. Reaching overhead, Sajad Haider pulled up for the attack, informing the formation about enemy aircraft parked in the pens. This triggered the highly trained PAF pilots into what appeared like a practice-firing mission, the only difference was that this time they faced real ack-ack and it came like hail. Black and white puffs of mole filled the sky as shells from enemy guns burst all around. However, it couldn't deter the No 19 Sqn pilots from their objective. Defiantly, they screamed in to a dive for the attack. Next moment, a stream of rockets and bullets slammed into the fuselage of some Mysteres parked in the pens. The Sabres again pulled up and this time they dived for a more lucrative target, the MIGs. The Russian-made MIG-21, one of the fastest and most modern aircraft in the world at that time, was now at the mercy of the Sajad Haider boys. They attacked repeatedly until the whole base was engulfed with raging fire and thick black smoke. It was now time for them to go. During the mission they carried out numerous attacks, destroying 13 enemy aircraft, including MIGs, Mysteres, and damaging C-119 transport planes; the Air Traffic control building got its share too.

They flew back home elated with the job they had done. It was the first PAF offensive mission on an IAF base and it paid dividends. Nearly the entire operational strength of supersonic MIGs was destroyed that day, as it was evident from the fact that not a single MIG was spotted in flight until the last days of the war.

Saving Lahore: Besides leading the first offensive on an enemy base, Haider's squadron also had the distinction of launching the first strike on the Indian Army. On the morning of Sep 6 when news came of the enemy attack on Lahore sector, it was the self-asserting Haider and his pilots who gave the Indians the foretaste of things to come. The news of Indian aggression in early hours of 6th morning came as a thunderbolt to Sajad Haider and his squadron pilots. It worked up the pilots into a vicious mood. At around 0900 hrs the squadron was ordered to strike the

Indian army advancing on Lahore along with Amritsar-Wagha road. Sajad Haider along with Flt Lts Muhammad Akbar, Arshad Sami, Khalid Latif, Dilawar and Ghani Akbar flew this historical mission which saved Lahore and in turn saved Pakistan that day.

The formation armed with rockets, in addition to the guns, took off in Sep haze and levelled off at the planned height before heading towards the target. Shortly afterwards they were over the target area where to their amazement they spotted enemy vehicles of all sorts moving along the road crossing Wagah covered by Indian armour. For the while enemy did not see them but when they did, it was a sight to see the drivers jumping out to take cover leaving their vehicles to their fate.



Sajad Haider was the first to dive for the attack. In a dive, he let go his first burst of rockets and next moment he saw a tank getting airborne into pieces. It was a direct hit. Fully charged up, the other members of the formation followed their leader. In all, the Zambus (call sign of the formation) made six attacks each and the formation stayed for 16-17 minutes over the target, making sure that the enemy attack on the motherland was completely blunted. By the time they decided to exit, there were columns of fire all around, melting steel with enemy within. Sajad Haider called off the mission after nearly all their ammo was depleted and fuel perilously low.

Citation of Gallantry Award: "Squadron Leader Syed Sajad Haider displayed exceptional leadership, courage and flying skill in the operations against the enemy during the Indo-Pak War. He destroyed four enemy aircraft, eleven enemy tanks and damaged three tanks. Throughout the operations, his attitude both on the ground and in the air was exemplary. He infused his pilots with aggressiveness. The strike mission which he led on 6th September, 1965, against Pathankot airfield, where his formation destroyed 13 enemy aircraft including nine MIG-21's, was conducted in the best traditions of the Pakistan Air Force. The formation carried out repeated attacks in the face of heavy ack-ack. For the determination, courage and exceptional flying skill with which he flew and led his squadron during operations against the enemy. Squadron Leader Syed Sajad Haider, is awarded SJ."

The heroic acts performed by him and his squadron during the war were acknowledged at all levels. Air Marshal Rahim Khan who was the then ACAS (Operations) praised him and said, "As Chief of Operations during the 1965 War, I can say Squadron Leader Sajad Haider emerged as one of the outstanding commanders. Under his able and inspiring leadership, No 19 squadron's contribution was 'second to none' and at times beyond all expectations. Whenever there was a difficult task to be carried out effectively, I always called upon No 19 Sqn to do it and it was always done in the best traditions of PAF."

After the war, Sajad Haider continued to command the squadron with pride, to making it the top squadron of PAF. His wish came true in an Inter-Squadron Armament Competition held at Mauripur in 1966. Sajad Haider boys burnt mid night oil to perform well in the competition and lived up to their reputation. Finally, as it turned out the No 19 Sqn won the competition and one of its youngest pilots, Flg Off Aliuddin, picked up the best pilot's 'Sher Afgan' Trophy. Winning the precious Flight Safety Trophy the same year was the cherry on the cake. After the squadron command, Sajad did Air Staff College and later was posted to

Sargodha as Staff Operations Officer. After having a short stint at Sargodha, hce was posted to ADOC (Air Defence Operations Command) at Peshawar. Being a hard core fighter pilot who loved action, Sajad never liked the desk jobs. Soon his wish came true as he was posted to Dacca as the Sqn Cdr of No 14 Sqn. During his stay at Dacca, Sajad picked up the gathering storm and knew that the nation would soon face another war.



Sajad Haider's No 19 Sqn wins the Inter Sqn Armament Competition, 1966- the proud Sqn Cdr (standing 4th from left) along with Air Mshl Nur Khan (standing centre), pose with the fighter pilots of No 19 Sqn at Mauripur

Participation in 1971 War:

After a brief and eventful stay at Dacca, Sajad was nominated for the JSSC Latimar in UK. On return in Sep 1971, Sajad was entrusted with the command of the elite No 33 Wing at Sargodha, every PAF commander's dream. As he hardly got settled in his new assignment, the tensions between two arch rivals started to build up.

The Wing under his command comprised No 5 Sqn of Mirages, No 25 Sqn equipped with Sabre, No 23 Sqn equipped with newly inducted Chinese F-6 and No 11 Sqn equipped with F-104s. The foremost challenge for Sajad Haider was to get the Wing operationally ready to deter and counter any impending threat in coming days. Utilising his vast experience of 1965 War, Sajad Haider prepared



Sqn Ldr Sajad Haider (1st from right) along with fighter pilots of No 19 Sqn during 1965 War



Gp Capt Sajad Haider (OC Flg Wg Sargodha) being interviewed by BBC correspondent during 1971 War at Sargodha

the Wing on war footings. First and foremost thing which he did after assumption of command was the conversion on the newly inducted French Mirages. He flew a couple of missions on the state-of-the-art fighter and became operational in no time. By the time he got settled as the Officer Commanding, the war broke out in Dec 1971. Once again, the challenge was thrown in front of him, which he accepted with pride. During the war on the western front, his wing made

great contributions. No 5 Sqn under his command carried out successful strike missions against Amritsar and Pathankot. No 5 Sqn carried out the famous strike on Mukrian railway junction. He led the wing from the front and flew all types of weapon systems under his command that included Mirages, F-86s and F-6s. He flew almost daily during the war, sometimes doing two missions a day in spite of his heavy commitments at the office.

The Wing under his command participated in close support operations as well. Nearly 200 missions were flown only in Zafarwal-Chawinda sector. From 12-15 Dec, No 33 Wing flew 50 to 60 missions daily. On 10 Dec, a huge fuel dump was destroyed by Sabres at Akhnur. On 15 and 16 Dec, they flew 80 Close Air Support missions against the Indian armour destroying 50 Indian tanks, especially in Samba sector. The F-6 Sqn also played its part and played havoc with the Indian armour. The Wing played a decisive role in stalling the Indian thrust on the Sialkot sector. The lethal punch delivered by the Wing brought the Indian assault to virtual halt during the crucial battle of Sialkot.



The No 33 Wing under Haider's courageous command proved its mettle in the air combat as well. Many of his young pilots achieved kills against superior IAF aircraft, shooting down of SU-7 by Maqsood Amir while flying a vintage Sabre was one such example. No 33 Wing fought the war with grit and determination under the able command of their resilient commander. Whatever was the outcome of the war, one thing was sure; they did their best and left no stone unturned in accomplishing their assigned task.

Later Career: After the war, Sajad Haider remained on various key and staff appointments, which included Director Flight Safety at AHQ, Air Attaché to USA, Senior Air Staff Officer (SASO) at Air Defence Command, and Director Joint Warfare at GHQ. During his career, he qualified a number of professional courses which included Jet Transition Course from Germany, Advanced Jet Course from USA, Fighter Leaders' Course, PAF Staff Course, Joint Staff College, UK and National Defence College.

After rendering long and illustrious services to PAF, his career ended in 1980 when he retired as an Air Cdre.

Life after Retirement: The great warrior, exceptional fighter pilot and bold leader is presently leading a simple and dignified life in Islamabad. Recently, he has authored a book, 'Flight of a Falcon', which is already making the mark at the national and international forums and has been declared a blockbuster.

Air Cdre Sajad Haider is truly one of the outstanding professionals PAF has ever produced. His achievements during 1965 War are very accurately summarised by the Father of PAF, Air Marshal Asghar Khan. He has commented, "Sajad Haider is one of the gallant few who helped save Pakistan in 1965."

He as a mentor, an icon, and a dashing fighter pilot would continue to inspire the future generations of PAF fighter pilots. The nation owes a great deal to the real and forever hero of Pakistan Air Force.

Air Cdre Rais Rafi, SJ, SI(M)



Name:	Rais Ahmed Rafi
Pak No:	1489
Father's Name:	Muhammad Ajaib
Date of Birth:	13 Dec 1933
Place of Birth:	Jehlum
GD(P) Course:	13 GD (P)
Date of Commission:	2 Oct 1953
Date of Retirement:	1 Aug 1985
Date of Demise/Burial:	2 Mar 2009/H-8 graveyard, Islamabad
Gallantry Award:	SJ

Early Life/Career: Born in a family with military traditions, Rafi's father Brig Ajaib was an artillery officer in the British Army who played a key role in the character building of young Rafi. From Abbottabad to Allahabad, young Rafi saw most of the British India, owing to his father's profession. He eventually joined Muslim University High School, Aligarh as a student of Class V in 1944. At the time of partition, his father opted for Pakistan and was posted to School of Artillery at Nowshera. He was selected for PAF from Gordon College, Rawalpindi in 1951 and after completing flying training, he graduated as a fighter pilot in Oct 1953, still two months short of his 20th birthday. During his early career in Air Force, Rais flew a variety of aircraft, which included Tempest, Fury, Hunter and F-86 Sabre jet. As an instructor pilot in PAF College, Risalpur, he flew T6G Harvard, Mushak and T-37 aircraft. As an instructor in Conversion School, he flew T-33





Flt Cdt Rais Rafi (sitting third from right) along with his course mates at PAF College Risalpur (1952)

aircraft. In Apr 1962, he joined elite 31 Bomber Wing, based at Mauripur and soon became an operational pilot on formidable B-57 aircraft.

Participation in 1965 War: Sqn Ldr Rais Rafi got the command of the prestigious No 8 Sqn in Jan 1964 and held it for a period of over four years; one of the longest spells for which the squadron was commanded by any officer in PAF. During his command, the squadron prepared for and fought the 1965 War gallantly. In early 1965, political tensions increased between the two countries and war seemed to be imminent. As a Sqn Cdr, he started a comprehensive training plan for the pilots of the Sqn to train them for war. The Sqn started extensive night low-level flying and weapon delivery training at Somiani Range. It included dive and skip bombing training missions, which involved great risks. The pilots under his command were enthusiastic and took the training well. The Sqn studied enemy defences, radars' locations and their capabilities, ack-ack guns, SAM-II missiles avoidance procedures and accordingly developed and practised the tactics.



Flg Off Rafi in a No 14 sqn Tempest

Sqn Ldr Rais flew his first operational night bombing mission on the night of 6/7th Sep as a deputy leader in the six-ship formation of B-57 bombers. The strike was aimed to attack Jamnagar airfield at 1845 hrs TOT. Every aircraft planned to deliver bomb load in two runs each. As it was the opening attack of the war, an element of surprise was expected during the raid. The formation flew at high level initially over the coastline of Karachi and while entering enemy territory descended to 250 AGL. The enemy was taken by complete surprise and the formation delivered the entire bomb load at Jamnagar with great precision. After the attack, the formation landed safely at Mauripur and Sqn Ldr Rafi after a quick nap started to get ready for next bombing mission. The second mission was to be flown as individual aircraft against Jamnager the same night. The TOT was 0300 hrs on the morning of 7 Sep. As he approached the target at low level, he noticed the city was observing complete black-out and there was no ack-ack fire. Locating the target in pitch-dark night was a problem; so he descended down gradually and dropped two light flares to locate the airfield. While his navigator Flt Lt Bashir Chaudhry kept announcing altitude, he dove through the sheet of stratus clouds and made four bombing attacks on the airfield. It was a dead accurate drop and it created large craters on the airfield. Rafi flew two consecutive missions each night until 9 Sep 1965 and as the war in South started to cool down; almost 3rd/4th

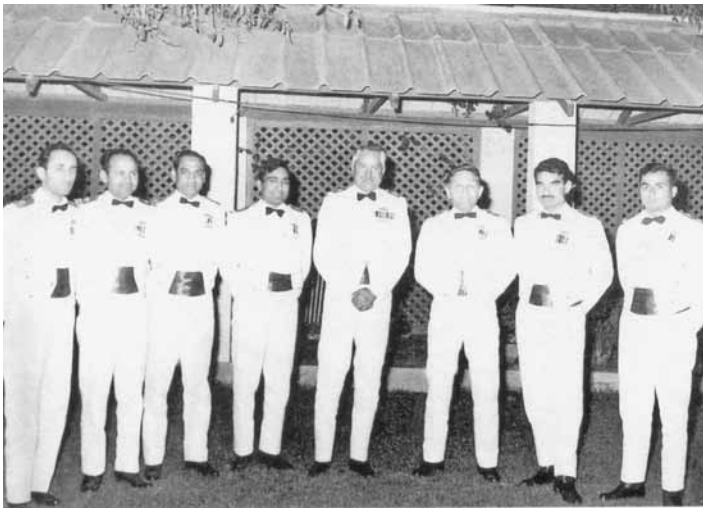
of bomber force was shifted to Peshawar for operations in the North. Rafi after conducting a successful bombing mission on Adampur on 9th Sep landed at Peshawar for reinforcement of Bomber force in North. From 10 to 14 Sep, Sqn Ldr Rafi flew numerous bombing missions on a variety of targets which included close support mission at Samba area on 11th, strike on Halwara airfield on 12th and delivering 8000 lbs of bomb load through ack-ack barrage at Pathankot on 13th. He very courageously undertook day light attack on Srinagar airfield under top cover on 14 Sep. The most exciting mission of his career came on the night of 20 Sep, when they were to conduct an attack on Ambala airfield, deep inside enemy territory. The aim was to attack this very important IAF Station to keep the enemy defences locked at the rear Bases and to threaten their capital, Delhi. To achieve pinpoint accuracy with more devastation at the airfield, the three- ship formation chose to launch low level skip bombing attack from 500 ft AGL. He took up the challenge squarely and proved equal to the challenge in this dangerous and demanding mission. He succeeded in delivering the precise blow to the enemy, deep inside their territory. Sqn Ldr Rafi flew his last operational mission of the war on 23 Sept 1965, hours before the cease-fire. It was a close support mission in Sialkot area and the target was the retrieving Indian Army Artillery and Cavalry regiments.

Career from 1965 to 1971: Rafi completed the command of the Sqn in 1968 and proceeded to Iraq on deputation for one year. On return to Pakistan, Wg Cdr Rafi was given the prestigious command of elite No 31 Bomber Wing at Mauripur. He commanded the Wing with distinction for one year, before it was decided by AHQ to reduce the Wing to a beefed up Sqn. Thus he became the last OC of 31 Wing.



Citation of Gallantry Award: "Squadron Leader Rais Ahmad Rafi flew a total of 14 operational missions during the Indo-Pakistan War. The officer led his Squadron on most of the hazardous missions to Ambala, Adampur, Jamnagar and Jodhpur. He completed all the missions assigned to him in a highly professional manner and in complete disregard to his personal safety. The officer was a source of inspiration for other pilots in the Sqn and set a fine example of courage, valour and determination. He invariably delivered his attacks with great accuracy and precision causing maximum damage to the enemy. For his courage and gallantry performance, Squadron Leader Rais Ahmed Rafi is awarded SJ."

Participation in 1971 War: In June 1970, Rafi left the Wing to do the Staff College Course, with a thought in mind that it was the end of his long association with B-57s, but Providence had something else in store for him. Soon the East Pakistan crisis developed and by the time he finished the staff course, civil war in the east was already in full swing. As soon as the war broke out in Dec 1971, Wg Cdr Rafi was recalled for war operations from Risalpur, where he was commanding the T-6G Training Squadron. Rafi reported to No 7 Bomber Sqn under the command of



Sqn Ldr Rais Rafi (3rd from right) during a dining- out night at PAF Mauripur station



Sqn Cdr Rais Rafi (sitting in centre) along with B-57 air crew during 1965 War at Mauripur



Squadron Commander No 8 Sqn, Wg Cdr Rais Rafi (sitting in centre) along with bomber aircrew at Mauripur

Wg Cdr Yunus, deployed at Mianwali. As the crew studied the intelligence reports about enemy defences at the airfields, it was revealed that this time they were far better prepared as they had acquired radar-controlled ack-ack guns, better quality of SAM interceptors and radar network. This did not lower the morale of Rafi and he pledged to perform much better than 1965 War.

Rafi flew his first bombing mission on the night of 3 Dec 1971, target being Ambala-deep inside enemy territory. The mission till Ambala went as planned, but as he pulled up overhead the target to deliver bombs, ack-ack opened up. He managed to deliver four bombs on the tarmac in the first run, flying through the barrage of anti-aircraft guns. As he dove for second run, he realised that the new radar-controlled L-70 guns were firing the barrage in a controlled fashion and were following the flight path of aircraft. This jolted Rafi for a while, but keeping full faith in Allah, he continued for the second run and delivered four bombs on the centre of the runway, creating huge craters in it. He exited the area at tree top and landed back safely at Mianwali. He did have a narrow escape that day. From 4 to 8 Dec, Rafi did a number of bombing missions including night attack on Amritsar, strike on Pathankot, Sirsa and Ambala. On 8 Dec 1971, he was sent to PAF Station Sargodha to perform staff duties with the Base Commander, Air Cdre Ghulam Haider. He remained deployed in Sargodha till the cease-fire on 17 Dec 1971 and returned to Risalpur after the war.

Career until Retirement: Later in his career, Air Cdre Rafi remained on various staff and command appointments, which included ACAS (P&O), Base Cdr, Korangi Creek and Defence Attaché to USA. After retirement from PAF in 1980, he remained closely associated with CAA.



Gp Capt Rafi (Air Attaché to USA) along with his wife at Washington DC, USA

Family Details: Rais married Rohina Akhtar. They were blessed with two sons and as many daughters. Eldest Samina born in 1961 married Air Cdre Rizwan, a brilliant and promising PAF officer. He later embraced Shahadat in a tragic air accident along with Air Chief Marshal Mushaf Ali Mir and his team. Haroon born in 1962 is married and settled in UK. Umer Rafi born in 1968 joined PAF and became an officer. He later left Air Force and began his IT career in UAE. Aisha Rafi born in 1971 is a doctor by profession and is presently settled in Islamabad.

The Sad Demise: The great warrior breathed his last in Islamabad on 2 Mar 2009. A smartly turned out contingent of the Pakistan Air Force marched the flag-draped casket and honoured the war veteran with an 8-gun salute. He was

later laid to rest in his eternal abode at H-8 Graveyard in Islamabad. After his sad demise, his daughter Samina Rizwan wrote an article in honour of the gallant air warrior (Copy of the article placed at Appendix 'D').



Sqn Ldr Rafi along with his adorable family

Air Cdre M M Alam, SJ with Bar, SI (M)



Name:	Muhammad Mahmood Alam
Pak No:	1492
Father's Name:	M Masood Alam
Date of Birth:	6 Jul 1935
Place of Birth:	Calcutta, India
GD(P) Course:	15 GD (P)
Date of Commission:	2 Feb 1953
Date of Retirement:	May 1982
Date of Demise/Burial:	Mar 18, 2013/PAF graveyard, Masroor
Gallantry Award:	SJ with Bar

Early Life/Career: A daring fighter pilot, Top Gun of his own class, war hero, scholar par excellence, a patriotic Pakistani and a committed professional, M M Alam was born in a well-educated family of Calcutta, British India. The family moved to East Pakistan at the time of partition and got settled at Dacca. Alam was the eldest among eleven children of Mr Masood Alam. His father died when he was still in his teens, and he himself had to take the reins of his family early in life. Having completed his secondary education from Government High School, Dacca in 1951, M M Alam joined PAF in 1952 and was granted commission on 2 Oct 1953.

Soon after graduation, Alam did the Fighter Conversion Course and emerged as a top class fighter pilot. The elite No 9 Sqn was his first unit of posting where he initially flew Hawker Fury aircraft. In Nov 1956, Alam along with No 9 Sqn moved to Kohat. The Sqn was tasked to provide close air support to Pak Army against tribal war lords and intruders from the west. Alam actively participated in a number of operational missions and soon proved his mettle in both gunnery and air combat missions. In 1957, Alam joined the No 14 Sqn, which was based at Dacca. After having a short stint at the Sqn, he was picked up for the conversion course on the newly inducted Sabre aircraft. Those were the exciting times for young Alam. He, for the first time in his career, got an opportunity to lay his hands on the jets. He not only did the conversion with ease but also mastered the Sabre in a stunningly short period. At the same time, he did his FLS at Mauripur. During the course, he shot to fame and his name entered the annals of PAF history. He produced exceptional results in flying training, especially in gunnery. He later served the FLS as an instructor as well.

In Jan 1964, Alam was entrusted with the command of prestigious No 11 Sqn, 'The Arrows' that was from where he fought the 1965 War and became the national hero. Under his resilient command, the Sqn flew 227 sorties during the seventeen days of war with India. He led the Sqn from the front and was like a role model for his young fighter pilots. The Sqn under his command was credited for downing ten Hunters, three Gnats and damaging three Hunters. Out of this enviable record, nine were credited to him.



Flt Cdt Alam (sitting 2nd from right) along with his course mates at PAF Risalpur

War Experience: During the 1965 conflict with India, he established a combat record, which has few equals in the history of jet air warfare. Many pilots have scored several air victories in one sortie, and have equalled or exceeded Alam's claim of shooting down up to 5 enemy aircraft of superior performance within a few minutes. However, few are likely to be above to match his record of destroying five opponents – Hunters of the Indian Air Force – within the space of somewhere around 30-40 seconds.

During the war, he ruled the fiery skies of battle area with his supreme tactics, razor-sharp reactions, and evasive manoeuvres. First, he showed marvels in the Adampur attack by destroying two enemy Hunters and damaging three. Later, he shot down five IAF Hunters attacking Sargodha in a few seconds thus making an enviable world record. This deadly blow to IAF virtually enabled PAF to control the skies over the battlefield, and the IAF dared not engage further in the combat with daring Shaheens.

Alam was in the thick of action much before the advent of war. Two days before the war, while flying a reconnaissance mission over Jammu, his aircraft's canopy was shattered by ground fire. Undaunted, the fearless Alam carried on with the mission and destroyed Indian heavy artillery in the Sialkot sector. He lived to fight another day.

Alam Opens his Sep Account: On Sep 6, the PAF's plan to carry out a pre-emptive strike at Indian air bases, simultaneously with a time on target (TOT) at 5:05 pm, did not materialise since the strike aircraft at Sargodha were not ready on time. Whereas No 19 Sqn from Peshawar successfully struck Pathankot at the designated TOT. After exhaustive deliberation, the PAF leadership decided to press on with the attacks as planned, despite the delays. Subsequently, Alam and other Sqn Commanders at Sargodha were given the go-ahead to carry on with their strike missions as earlier planned.

At Sargodha, the 8 F-86s – four each assigned to Adampur and Halwara-started engines some 15-20 minutes late. Unfortunately, two more Sabres had to

abort due to non-serviceability. This meant that finally only 3 Sabres of 11 Sqn, under the legendary command of MM Alam, skimmed low across the plains of Punjab towards Adampur in the quickly gathering dust. As they levelled off at the planned height, they soon heard warnings from Sakesar SOC that enemy fighters alerted by the Pathankot raid were on the prowl in their vicinity. When they were only 30 seconds short of their IP (Initial Point) at Taran Taaran, south of Amritsar, M M Alam's formation encountered four Hunters. They were flying slightly above them at about 500 ft above ground and were crossing at almost 90 degrees to them in a close attack formation. This was the first time in the career of MM Alam that he encountered the IAF fighter aircraft. After having a close look at the brand new IAF Hunters, Alam ordered his section to punch tanks and get ready for the action. In the meanwhile, the Hunters also jettisoned their drop tanks, and they turned into each other for combat. The fight did not last long. Alam with his razor-sharp reactions soon got behind No 4 Hunter. He got him on the gun sight and fired a volley of his lethal guns. After a brief burst, the Hunter flicked and went into the ground. The two formations were now evenly matched numerically. Twisting and turning at tree-top height, the 6 aircraft were being raked round in individual combat at less than 200 knots to try and get on each other's tails. Alam continued tail chasing and while pulling about five Gs during the turn at low level, he soon got behind another Hunter. Within seconds with his guns blazing, he shot down his second quarry. Settling score with two Hunters, he now looked towards his wing men, Sqn Ldr Alauddin Ahmed who was tail chasing other enemy aircraft. Soon his lethal guns also scored direct hit on one of the Hunters in front of him. In the meantime, Alam realised that they were within forty miles of Adampur and he was getting worried that more Indian fighters might be sent to the scene, so he gave a call to his formation to return to base.

As they turned back, they went into another Hunter formation, which was returning to Halwara after flying a CAP over Amritsar radar. Each one of Alam's formation members was exiting individually at very low level when Alam came across a couple of these Hunters. He turned into them and took a shot at the last man at long range. Alam registered hit and the Hunter spewing smoke broke off from the scene. Getting dangerously low on fuel, he decided to exit the area and return to base. Both Sqn Ldr Ahmed and Flt Lt Hatmi, who had accompanied Alam, claimed a Hunter each as damaged during this engagement, despite troubles with their gun-sights. Although these Sabres had been prevented from reaching their target, PAF could feel reasonably well-satisfied at the credit balance of two Hunters destroyed and three more damaged without loss.

The Making of an Ace: On the morning of Sep 7, the IAF retaliated against Sargodha. The PAF leadership anticipated the attack and the Sargodha Base was on full alert. Alam with his wing man Flt Lt Masood Akhtar was on a CAP mission when the first strike of Hunters attacked the base. As the intruders arrived at Sargodha, Alam got vectored from radar towards the Hunters. Another section of PAF Sabres, led by Flt Lt Bhatti, was attempting to engage the Hunters but Alam got there first. Flying top cover in an F-104 was Flt Lt Arif Iqbal who, with intense fascination, watched the events that followed.



Sqn Ldr M M Alam poses with his veteran Sabre



Wg Cdr M M Alam (centre) along with the pioneering PAF pilots who ferried the Mirage aircraft from France in 1968

As Alam was vectored back towards Sargodha, his wing man Akhtar called, 'Contact- 4 Hunters'. Soon he saw the IAF aircraft in close vicinity. Jettisoning his drops, he dived towards them. However, in the meantime, he saw 2 more Hunters about 1,000 ft to his rear, so he forgot the 4 in front and pulled up to go after the pair behind. The Hunters broke off their attempted attack on Sargodha, and the rear pair turned into him. Alam was flying much faster about 500 knots, than Hunters– so he pulled up to avoid overshooting them and then reversed to close in as they flew back toward India. Alam decided to take-on the last man and dived behind



'Making of an Ace'- MM Alam shooting down five IAF Hunters in the morning of 7 Sep 1965

him, getting very low in the process. While diving, Alam fired the first Sidewinder (air-to-air missile) at him. The missile missed and hit the ground short of its target. The area where the dogfight was going-on had lots of high tension wires, some of them as high as 100-150 ft. As the 2 Hunters pulled up to avoid one of these cables, Alam got the chance; he fired his second Sidewinder. This missile streaked out at great speed and rammed into the tail of the ill-fated Hunter. Alam had scored the first kill. The pilot, Sqn Ldr Onkar Nath Kakar, commander of an IAF Hunter Sqn, ejected and was later taken prisoner of war. In the melee, Alam lost sight of the other 5 Hunters. Soon his wing man called out, 'Contact – Hunters', 1 'O clock', and he picked them up at the same time – 5 Hunters in absolutely immaculate battle formation. They were flying at about 100-200 ft, at around 480 knots and when they saw Alam they all broke in one direction, climbing and turning steeply to the left, which put them in loose line astern. This, of course, was their biggest mistake for which they paid the heavy price, later. It all happened very fast. All the aircraft were turning very tightly – in excess of 5 Gs. Alam was waiting for this great opportunity. He opened fire from his six lethal browning guns and by the time he had hardly completed more than about 270 degrees of the turn, all 4 Hunters were shot and fallen out of Sargodha skies.

Citation of SJ with Bar: "On 6 Sep 1965, during an aerial combat over enemy territory, Sqn Ldr M M Alam flying as pilot of an F-86 Sabre Jet shot down two enemies Hunter aircraft and damaged three others. For the exceptional flying skill and valour displayed by Sqn Ldr M M Alam in operations, he was awarded SJ. On 7 Sep 1965, in a number of interception missions flown by Sqn Ldr Muhammad Mahmood Alam against the enemy aircraft attacking Pakistan Air Force Station, Sargodha. Sqn Ldr Alam destroyed five more enemy's Hunter aircraft in less



than a minute; this remains a record till today. Overall, he had nine kills and two damages to his credit. For the exceptional flying skill and valour shown by him in pressing home his attacks in aerial combats with the enemy, Sqn Ldr Muhammad Mahmood Alam is awarded a Bar to his SJ."

Career after the War: Although both the F-6 and the F-86 aircraft had reasonable capabilities in the close support role, there was a need to regain the medium range day/night strike power. Thus immediately after the war, PAF leadership decided to induct a more potent weapon system that could meet these needs. Veteran M M Alam was entrusted with the job of short-listing a new modern aircraft for PAF. Utilising all his experience, he finalised the French Mirage aircraft as the final choice. M M Alam played a key role in the induction of these aircraft, which started in 1968. He was among the pioneering aircrew that went to France for finalising the first batch of Mirage III strike interceptors. His name once again entered the annals of history when on 8 Mar 1968 he led the formation of first 6 aircraft while ferrying them from France to Pakistan.

Career Highlights: During his service career, Alam did many courses including Fighter Conversion Course, F-86F Familiarisation Course, Fighter Leaders' Course, PAF Staff College Course, and Orientation Training Course at USA and Royal College of Defence Studies Course at UK. His major appointments included



Wg Cdr MM Alam -leading the first batch of Mirage aircraft into Pakistani air space (1968)

Air Gunnery & Tactical Instructor at Fighter Leaders' School, Officer Commanding No 11, No 5 and No 26 Squadrons, Director Operations Research, Assistant Chief of the Air Staff (Flight Safety) and Assistant Chief of the Air Staff (Plans) at Air Headquarters. He also served in Syria on deputation. The long, illustrious, and heroic career of Air Commodore MM Alam ended in 1982.

Life after Retirement: M M Alam continued his Spartan bachelor's life since he claimed to have been wedded to his profession. For years, he lived alone in a room in Officers' Mess at Chaklala, reading books and making research. Later, he shifted



'PAF Stars in front of a Star Fighter'-M M Alam (3rd from right) along with other fighter pilots at Sargodha

to PAF Base, Faisal where he continued with his business as usual- carrying out research and delivering motivation lectures to young generation. He also spent much of his time in teaching the Holy Quran to youngsters in a mosque.



Family Details: M M Alam was married to flying and flying only. He remained so busy in pursuing his passion that he had no time to get married. Alam has eleven sisters and brothers. One of Alam's brothers, M Shahid Alam, is an economist and a professor at North-Eastern University, Boston. His brother M Sajad Alam is a particle physicist at SUNY Albany and is credited for discovering over a dozen particles. One of his sisters Mrs Naushaba is presently settled in Islamabad.

End of a Hero: The great warrior, a fighter ace, an icon and a national hero breathed his last on 18 Mar 2013 at Karachi after fighting a chronic disease for months. At the

service funeral held at PAF Base, Masroor, the men in blue saluted his Pakistani flag wrapped casket for one last time. A large number of military and civil officers, aviators, common people, and all those who loved him attended the funeral of the great hero. Later, in the cover of gun salute, he was buried with full military honours at the PAF graveyard in Masroor Air Base, Karachi.

The nation has not forgotten the national hero. As a tribute to the flying genius, PAF Base Mianwali has recently been renamed as PAF Base, M M Alam. Pakistan Post has also released a commemorative postal stamp in recognition of his great services to the nation. Important boulevards in major cities of Pakistan have been named after the great hero; M M Alam road at Lahore and Karachi are such examples.





The legend being taken to his final resting place at PAF Base Maroor, Karachi

Air Cdre Najeeb Khan, SJ, TBt



Name:	Najeeb Ahmed Khan
Pak No:	3610
Father's Name:	Israil Ahmed Khan
Date of Birth:	24 Aug 1933
Place of Birth:	Kaimganj, UP (India)
GD(P) Course:	17 GD (P)
Date of Commission:	6 Jun 1954
Date of Retirement:	20 Jun 1981
Gallantry Award:	SJ

Early Life/Career: Born in a noble family of Mr Israil Ahmed Khan, Najeeb was studious since school days. He received his primary education from Muslim High School, Bombay. Najeeb migrated to Pakistan on 18 May 1949 and got settled in Lahore. After completing FSc with flying colours, Najeeb joined 17 GD (P) Course at RPAF College, Risalpur and earned his wings on 6 Jun 1954. He later proceeded to No 2 Sqn for Fighter Conversion Course. Owing to his brilliant performance, he was selected for an Advanced Jet Conversion Course in USA. On his return, he served in various fighter Sqns of PAF and showed great promise. With the arrival of B-57 Bombers in PAF, Najeeb was among the very few who were selected to fly the state-of-the-art flying machine. In 1962, he did advanced course in USA and on his return he became the Sqn Cdr of elite No 7 Sqn, stationed at Mauripur. The Sqn under brilliant leadership of Najeeb participated in the 1965 War and its gallant warriors proved equal to the task. He being the Sqn Cdr led the pilots and navigators from the front and participated in 17 strike missions deep inside enemy territory.

Brief Description of Gallantry: On the night of 6 Sep, Najeeb led a flight of four B-57 Bombers against Adampur, an important IAF Base near Jalandhar. This was his first hot mission of the career and first bombing mission for PAF. Hence, the stakes were very high. As the formation crossed into India, pitch darkness had by then engulfed everything beneath, thus making navigation a challenge for young navigator Flt Lt Mazhar. Flying at deck level the formation approached Adampur. As he pulled up for the attack, he noticed that the Base was all lit up; he knew that his formation had achieved a complete surprise. Najeeb dived and aimed for

the beginning of the runway. With the press of the trigger four 8000 lbs of bomb load tumbled down on the runway. The bombs had lit up huge fires and the whole Base presented a look of a sunny day. Suddenly the lights at the Base went off and barrage of ack-ack fire opened up. Undaunted, he carried out three runs through the web of heavy ack-ack fire and achieved his mission as planned. In the last run his No 2 was hit by a 40 mm shell, but he handled the emergency professionally and managed to return home safely along with the formation.

Thunder at Ambala: On night of 12 Sep, Najeeb was detailed to lead a two-ship formation of B-57s to strike Ambala, one of the most heavily defended bases of the Indian Air Force, located deep inside enemy territory. The TOT (Time on Target) was one hour past mid night. As the formation took off, they observed that nothing was visible; the Indian cities, villages, bridges and other ground features seemed



Sqn Ldr Najeeb A Khan (standing in centre) being flanked by PAF bomber aircrew during 1965 war

to be all covered under a black pall: Flt Lt William D Harney was the navigator of the aircraft who was meticulously guiding the bomber to Ambala. Formatting in battle formation behind the leader was another roaring B-57 Bomber, piloted by Wg Cdr Nazir Latif and Sqn Ldr Aurangzeb Khan as his navigator. The aircraft were strictly maintaining a complete R/T silence and in such poor visibility conditions, the mission had become more challenging for the navigators of the formation. On reaching the IP (Initial Point), Najeeb started to descend through the thick layer of haze and headed for the target. As the formation approached the target, Harney asked the formation to carry out final checks. One minute short of target, Harney started with the final countdown. As they appeared close, Najeeb carried out the bombing checks, removed safety switches and all that remained was to open the bomb door and press the firing button. While performing the final checks, all the tales about the strong defences of Ambala and its defence preparedness started to

buzz his mind. Keeping faith in Allah, he disregarded his thoughts, got ready for the ordeal and went in for a run. He looked down to pick up visual with the target but failed to make out anything due to complete blackout. As he pulled up for the attack, suddenly the sky around the aircraft lit up with ack-ack fire making a barrage of tracers and shell-bursts. The devastating fire had filled the whole place and his cockpit filled up with flashing lights. His hands moved to the controls and he instantaneously dived into the deadly focus of fire. Racked and rocked, the formidable 'BABA' (nickname for B-57) moved on.

Through this sparkling web of concentrated fire, he could make out aircraft hangars silhouetted against the dim moon light. He pressed the bomb release switch and four thousand pounders jerked out of the bay and tumbled down into the darkness below. With all the fire-works around, the formation pulled up for the second run to ensure complete destruction of the airfield. The second run was no different from the first. After the bombing run, Harney calculated fuel and gave heading to return. They knew that they had a long way to go and they were running low on fuel. By the time the formation exited, the myriad fires at the base presented quite an impressive spectacle. Deeply satisfied with the results, the formation returned home safely. After the success of opening round, Najeeb participated in numerous bombing missions and achieved outstanding results. He remained a source of motivation for the bomber crew and led them with courage and honour during 1965 War.



After a successful bombing mission against Ambala



Flt Cdt Najeeb (sitting in centre) along with his course mates at PAF College Risalpur (1952)



'Thunder at Ambala'- Sqn Ldr Najeeb delivering an attack on Ambala during 1965 War



Citation of Gallantry Award: "Sqn Ldr Najeeb Ahmed Khan was commanding a Bomber Sqn during the Indo-Pakistan War. He flew 17 bombing missions against various Indian Air Force operational bases and led his Sqn with courage during the most hazardous raids on Ambala, Adampur, Jamnagar, and Jodhpur. He carried out the raid on the well-defended airfield of Ambala deep in enemy territory at great personal risk. The attack was conducted with great accuracy and outstanding professional skills. By his example, he inspired confidence, determination, and aggressiveness amongst personnel of his Sqn. For his outstanding courage, inspiring leadership and dedication to duty, he is awarded SJ."

Career after War: Najeeb remained on various command and staff appointments after the war, which included Base Commander, Malir in 1969 and PSO to C-in-C Air Marshal Abdul Rahim Khan during 1971 War. He commanded a Flying Wing as well. He did Joint Warfare Course from UK in 1974 and was a graduate of PAF Staff College. In the last leg of his service, he served as Air Attaché in France. The long and illustrious career of a great warrior ended on 20 Jun 1981 when he retired from PAF.

Family Details: Najeeb married Surraya on 14 Oct 1964 in London. They were blessed with a son Babar born on 17 Jul 1971. Presently, the veteran is passing a peaceful and honourable life in Canada along with his family. Najeeb is also the proud brother of Air Chf Mshl Jamal A Khan, who not only is the recipient of SJ but also has the honour of commanding PAF with pride.

Air Cdre Syed Saad Hatmi, SJ, TBt

(The Man who flew Indian Gnat)



Name:	Syed Saad Akhtar Hatmi
Pak No:	3694
Father's Name:	Khan Bahadur Syed Ali Akhtar
Date of Birth:	12 Oct 1933
Place of Birth:	Hyderabad Deccan
GD(P) Course:	15 GD (P)
Date of Commission:	10 Dec 1955
Date of Retirement:	20 Mar 1979
Date of Demise/Burial:	22 Mar 2001 / PAF graveyard, Korangi Creek Karachi.
Gallantry Award:	SJ

Early Life/Career: Born in Hyderabad (Deccan) in 1934 and an old student of Usmania University, Hatmi was the son of a noble family, which wasted no time in opting for Pakistan, at the time of partition. With a dream for a new independent Muslim state, his family migrated to Pakistan and got settled in Karachi. After completing FSc, he joined RPAF College Risalpur with a passion to fly fighter planes. Instructors at Flying Wing held Hatmi in high esteem owing to his outstanding flying performance on a bit tricky Harvard aircraft. In 1954, his hard work paid off and he was spotted for an Advanced Flying Training Course with Royal Australian Air Force. During training at RAAF, Hatmi proved his mettle and graduated as a top-flight cadet. On his return, he did the Jet Transition Course on F-86 aircraft at Mauripur.

During his initial career as a promising fighter pilot of PAF, he served the various fighter units of PAF, which included No 11, 18 and 19 Sqns. FIS was the next stop in the illustrious career of Hatmi where he excelled too. He later remained associated with flying training of young PAF eaglets for a couple of years. In 1964, Hatmi was selected for exchange posting with RAF, a rare honour in the bright career of young fighter pilot. It was there that he flew the British Gnat which later proved to be useful during 1965 War, when his services were required to fly an Indian Gnat captured by PAF at Pasrur.



Flt Lt Hatmi moments before flying the IAF Gnat at Pasrur during 1965 War



The Captured IAF Gnat at Pasrur



'The War Trophy'- captured IAF Gnat at PAF Museum Karachi

War Experience: At a time when war broke out in 1965, Flt Lt Hatmi was serving in the elite No 11 Sqn under the legendary command of Sqn Ldr MM Alam. The outstanding professionalism of great MM Alam was enough to inspire the young fighter pilots of the Sqn and they as a group of gladiators were keen to launch into action with the onset of war. Perhaps the most interesting event of the war, which gave worldwide fame to young Hatmi, came in the morning of 3 Sep 1965.



Sqn Ldr Hatmi (2nd from right) alongside all time 'PAF Greats' at Sargodha after 1965 War

It was this red letter day on which Flt Lt Hakimullah forced an IAF Gnat to land on disused Pasrur airfield. Soon after, when the jubilation was over in Sargodha, the Station Commander Zafar Masud was posed with a million dollar question. "Who will fly the coveted war trophy from Pasrur to Sargodha in the thick of battle?" Immediately, one name struck his mind. Rest of the interesting episode has been narrated by Hatmi himself in an interview, excerpts of which are at Appendix 'E'.

Brief Description of Gallantry: On the evening of 6 Sep, Sqn Ldr Alam led an offensive fighter sweep of three Sabres with Sqn Ldr Alauddin Ahmed and Flt Lt Syed Saad Akhtar Hatmi. They were nearing Taran Taran, a town in Amritsar district when Alauddin called out on the radio and informed the leader about the presence of four Hunters in close vicinity. Alam glanced in the direction pointed out by Butch. His eyes grew larger as he saw Hunter formation in attack formation, glistening in their war paints, crossing two or three thousand feet ahead. Soon Alam commanded the formation to jettison tanks and check guns. In the meanwhile, the Hunter formation located the Sabres and turned violently to avoid attack. Hatmi being the junior most in the formation was thrilled by the real encounter for the first time in war. This was the moment of trial and he had waited for this day since long. Jettisoning his tanks and checking guns at hot position, he followed his gallant leader. As the silhouette of Hunter leader grew larger and filled the gun-sight of Alam, he fired a short burst and destroyed the intruder. With one knocked out of the skies, the odds were even now. There were three Sabres behind three Hunters. Seconds later Hatmi saw Butch and Alam chasing the other two Hunters with guns blazing. Both the aircraft got damaged and reeled away emitting thick black smoke. This was Hatmi's turn now and the stakes were high. He manoeuvred his aircraft vehemently and set behind the lone Hunter. He chased it for some time and as it came within range, he gave a sustained burst blowing it up in small pieces. The pilot failed to eject and followed the fate of his leader down into the haze below. All the Hunters were hunted and vanquished, leaving behind only three victorious Sabres in the hostile skies. Full of joy and excitement, victorious Hatmi returned home with a kill in his bag. There on Hatmi's professionalism saw its zenith. He volunteered in numerous CAP and strike missions in line with the fine traditions of PAF.



SJ Recipients: Wg Cdr Hatmi (1st from left) along with Wg Cdr N A Khan (standing), Wg Cdr Akbar (sitting left), Wg Cdr Hakimullah (sitting right) at AHQ Peshawar.

Citation of Gallantry Award: "Flt Lt Syed Saad Akhtar Hatmi as Flight Commander of a Fighter Sqn led his formation in 30 Air Defence and 2 Strike missions and was credited with the destruction of one enemy Hunter and one Gnat

in the air and two tanks and four vehicles. The Officer carried out all his missions during the operations with high professional skill, determination, courage, and exceptional aggressiveness in the best traditions of the PAF. By his example, he infused his formation with confidence and aggressiveness. For his professional ability, devotion to duty and courage, the officer is awarded SJ."

Heroic acts during 1971 War: Sqn Ldr Hatmi was commanding the elite No 25 Sqn, equipped with newly inducted Chinese F-6 aircraft, at a time when war broke out in 1971. The Sqn under his resolute command operated from Sargodha and Mianwali at the same time. The detachment operating from Sargodha was responsible for close support and strike missions, whereas the Mianwali element carried out the CAP (Combat Air Patrol) missions. He led the Sqn from the front and flew extensively during the war. On 5 Dec, while leading a two-ship formation in a CAP mission over Soan valley, his No 2 downed an IAF Hunter aircraft. The Sqn under his determined command flew 103 sorties and was credited with two enemy aircraft destroyed and one damaged.

Career till Retirement: Air Cdre Hatmi remained on various command and staff appointments after the 1971 War, which included the command of No 25 Sqn and No 34 Flying Wing at Rafiqui, Directing Staff at Air War College and Director Plans at AHQ. His long and illustrious career ended in 1979 when he retired from service as an Air Cdre.



SJ Recipients: Flt Lt Hatmi (left), Flt Lt Yousuf Ali Khan (centre) and Flt Lt Imtiaz Bhatti (right) at PAF Station Sragodha

Family Details: Hatmi married Raana Azmat at a time when he was imparting flying training to young fighter pilots on T-33 aircraft at Mauripur. They were blessed with two sons and a daughter. His eldest son, Syed Aamer Bin Saad was born on 5 Mar 1963 and is settled in Karachi. Syed Omer Bin Saad was born on 5 Jan 1967 and is settled in Malaysia. His daughter Ayesha Binte Saad was born on 28 Oct 1968. She is married and presently settled with her husband in Sri Lanka.

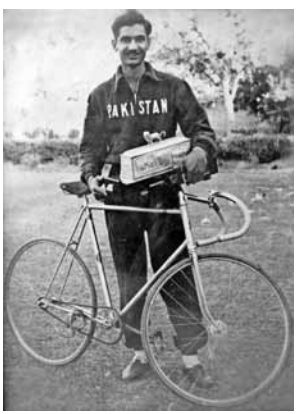
Air Cdre Hatmi breathed his last in 2001; he was buried with full military honours at PAF graveyard at Korangi Creek.

Air Cdre Imtiaz Bhatti, SJ, SI(M), SBt



Name:	Imtiaz Ahmed Bhatti
Pak No:	3757
Father's Name:	Rai K B Bhatti
Date of Birth:	18 Apr 1933
Place of Birth:	Gujrat
GD(P) Course:	23 GD (P)
Date of Commission:	11 Jan 1957
Date of Retirement:	10 Oct 1988
Gallantry Award:	SJ

Early Life/Career: Multi-talented Imtiaz Bhatti was born in an agriculturist family and got primary education at his native town. Cycling was one of the early passions in which young Bhatti made a mark during early days. His passion led him to become Pakistan Cycling Champion during his student days at Punjab Agriculture College, Lyallpur (now University of Agriculture, Faisalabad). He made many unbeatable cycling records of Pakistan and earned enviable fame by winning various Cycling Competitions. As he progressed in his career, his passion saw no bounds. He became the first Pakistani who represented Pakistan by competing in the individual and team road cycling race events in the 1952 Summer Olympics held at Helsinki. Bhatti made the nation proud by winning first position among the Asian cyclists and 25th in the world in the 1000 m time trial category. After completing his post-graduation from Agriculture College, he joined Pakistan Air Force with 23 GD (P) Course in 1953. Bhatti continued his winning streak during training as well and graduated from RPAF College, Risalpur with distinction. Earning his wings in Jan 1957, promising Bhatti was soon spotted for Jet Conversion Course in Germany. Flying came easily to Bhatti and with focused approach, he became the top fighter pilot of PAF in no time. Excelling through the various service courses, Bhatti joined the elite No 19 Sqn in Mar 1958 as an operational fighter pilot. Having a short stint



of a year at the squadron, he proceeded to Risalpur to become a flying instructor. After the course, he served at the Academy for one year and imparted flying training to a large number of flight cadets. Prestigious No 15 Sqn was the next stop in his promising career. It was from this squadron that he gained prominence and emerged as a hero during Indo-Pak War of 1965.



Flt Lt Imtiaz Bhatti (2nd from left) alongside all time PAF greats

Participation in 1965 War: Only six hours had passed on 1 Sep 1965, when Pakistani troops attacked Chamb as a retaliatory measure against Indian aggression on Haji Pir and Kargil areas of Azad Kashmir. It was a classic military move and the Pakistani forces had overrun the enemy stronghold of Chamb in a matter of few hours. The Indians fell back, leaving behind 15 French tanks, 13 heavy guns and a large quantity of other military equipment. In desperation, the Indian Commander sent IAF to provide cover for the retreating troops. It was reported that some Canberra bombers and Vampire fighters had passed over Shakargarh and were heading north towards the Chamb area. Since the start of hostilities that morning in Chamb, a sense of expectation prevailed at all PAF bases. Stand-by fighter pilots were expecting a call for 'scramble' any moment in case India decided to invade.

Bhatti Opens the Sep Account: Hundreds of miles away from battlefield at Sargodha Base, Flt Lt Imtiaz Ahmed Bhatti had been on duty since 4 O' clock in the morning. It was 12 noon and he was supposed to go off duty, but he had requested his mentor and legendary Sqn Cdr Sqn Ldr Sarfraz Rafiqui to let him continue his duties until 8 pm. As the scramble was given, the two daring pilots jumped out of their ADA huts and dashed towards their Sabres. It was close to 1700 hrs when the two Sabres roared out of the PAF Base and headed towards Gujrat area. For about ten minutes, they circled over the area when suddenly the ground controller's voice came on the radio: "Enemy aircraft strafing our troops. Engage." It was going to be the first brush the Indians had ever had with PAF fighters. The thought gave a mixed feeling of pride and excitement to young Bhatti. The roaring aircraft banked and dashed towards the war sector. Soon they were slicing through the cool evening air of Chamb and the beautiful valley lay sprawling below them. As they were scanning the horizon for enemy aircraft, suddenly Bhatti saw two dark specks appearing in the south. "Two bogies approaching 9 O' clock", he called out to leader on the intercom. Rafiqui immediately acknowledged 'contact'. As the two specks came nearer, they recognised them as IAF Vampire aircraft. They were flying 3000 to 4000 feet below. The formation jettisoned fuel tanks, pressed control columns and rolled into a sharp dive towards them. As he cleared the tail of his

leader, he saw two more Vampire trying to get behind Rafiqui. He instinctively broke off and positioned behind these two. In the meantime, Rafiqui had his gun-sight fixed on one of the first two and as it came within range he gave a two-second burst. The bullets struck home and there was a momentary flash. Pakistan Air Force had opened its account in Indian aircraft. The pilot along with the burning aircraft fell from skies.

Rafiqui was now chasing the other Vampire which manoeuvred fast to dodge him but he remained glued to his tail. Meanwhile, the silhouette of one of other quarries began to fill in Bhatti's gun-sight. It was within range but he restrained from pressing the button as Rafiqui who was following the other bogey was in his line of fire. Within the next moment, Rafiqui's guns had poured fire into his victim, which exploded in mid air. Bhatti's quarry was still within his range. He closed in slightly to get a direct shot and squeezed the firing button. His bullets landed spot on and the Vampire caught fire at once. Tons of flames escaped intermittently from his punctured tanks and fuselage. A blinding flash, a black cloud, and then debris flew around Bhatti's aircraft and lasted for a few seconds. Bhatti had scored his first kill. Now only one out of four Vampires was left. Bhatti shifted his gun sight and concentrated his efforts on the last one, which tried all types of manoeuvres to get out of his grip. He banked hard right but he followed him. As soon as the diamonds of his sight closed on the silhouette of Vampire, he pressed the trigger. The 50-Calibre bullets struck the fuselage but the Vampire continued with evasive actions. The chase went on round and round, with each turn losing some altitude. Now chase went down to as low as 200 feet off the ground. Bhatti delivered the final burst at his prey; Vampire ducked and crashed into trees. The first encounter between the two air forces was



Flt Lt Imtiaz Bhatti (right), the member of the strike team which destroyed Amritsar radar during 1965 war



Three SJ's: Flt Lt Hatmi (left), Flt Lt Yousuf Ali Khan (centre) and Flt Lt Imtiaz Bhatti (right) at PAF Station Sragodha

fought in full view of Pak troops in Chamb and they all saw the four enemy Vampire crashing into ground, three on our side and the fourth a few hundred yards beyond. The jubilant soldiers waved the victorious formation. In reply, the formation dived, presented a parting salute to brave comrades in arms, and pressed the throttles for home. The result of first encounter was enormous. The shooting down of four Vampire aircraft not only instilled a fresh wave of enthusiasm and determination among the entire rank and file of PAF but also forced IAF to go back on drawing board and re-devise a new strategy in the thick of battle. As a consequence, the IAF Vampire were grounded and never saw the action again during 1965 War. Both the gallant fighters were among the first batch of pilots to get SJ for gallantry, determination and dedication to the Service.

Bhatti did not stop here. His thirst to achieve more grew enormously after the opening encounter. He participated in war with full devotion and later in one of the encounters near Ferozpur he shot down a Gnat and damaged another in two aerial combats. Flt Lt Bhatti was also the proud member of the famous formation, which played a decisive role in the destruction of Amritsar radar. The earlier attempts to destroy the formidable radar bore less fruits; however, his gallant formation under Wg Cdr Anwar Shamim as leader delivered the final blow, which destroyed it once and for all.

Citation of Gallantry Award: "Bhatti was one of the two pilots who were on air patrol when they were directed to intercept enemy aircraft attacking our ground forces in Chamb area. This was the first air encounter of the Indo-Pakistan War. Though heavily outnumbered, Flt Lt Bhatti fought with exceptional courage and professional skill and shot down two Vampire aircraft in this engagement. This set an inspiring example for others to emulate. For his gallantry, determination and dedication to the service, he is awarded SJ."



Participation in 1971 war: Imtiaz Bhatti was a flying instructor at PAF Academy when the war broke out in 1971. He was immediately recalled for operational duties at Sargodha Base. On his arrival, the Base Commander asked him to take over the command of 'killer control' at the Base (an anti-aircraft gun unit) and improvise ways and means to enhance the accuracy and capability of the unit. Bhatti took it as a challenge and utilised his vast flying experience to improve the firing accuracy of the guns. He asked the gunners to calibrate the gun sight and trained them to launch the effective fire. Within days his efforts bore fruit and the gunners' accuracy improved dramatically. Later in the War, the unit played a key role in thwarting the enemy raids during the war and achieved considerable results.



Later Career: After displaying high standards of professionalism in the two wars, Imtiaz Bhatti emerged as a true leader. He served as Flight Commander in No 5 and 25 Sqns for a period of three years. In 1970, he was posted to PAF Academy, Risalpur as Chief Instructor and OC Cadets' Wing (now Mil Trg Wg). Later in his career, he remained on various command and staff duties, including OC 19 Squadron, OC Flying Wing Sargodha, Base Commander Sargodha and Mianwali, ACAS Plans in AHQ and Officer Commanding No 1 Sector. His long and illustrious career in PAF came to an end in 1988 when he retired as an Air Cdre. He was also a



Wg Cdr Imtiaz Bhatti (standing centre) along with fighter pilots at Sargodha



Wg Cdr Imtiaz Bhatti (centre) moments before ferrying the PAF Mirage aircraft from France



Pakistani version of 'Texas Rangers'-Squadron Commander Imtiaz Bhatti (centre) with his under command fighter pilots

graduate of PAF Staff College and NDC (National Defence College). After leaving PAF, he served as an ambassador of Pakistan for Burundi, Madagascar, Malawi, & Tanzania from 1990 to 1992. He discharged his diplomatic responsibilities with perfection and brought the relations between Pakistan and these countries to their new zenith. After spending two eventful years, he returned to Pakistan with a sense of satisfaction, adding a new title to his name: "His Excellency Imtiaz Ahmed Bhatti".

Family Details: Imtiaz married Dr Qamar Begum. The couple was blessed with a daughter and two sons. Sania Imtiaz, born on 3 Nov 1969, is a doctor by profession and is happily married to Air Cdre Bhatti's nephew, who is a Brigadier in Pak Army. Sarfraz, born on 8 Oct 1970, has done his MBA and is presently working as a consultant at Islamabad. Youngest Saad, born on 4 Jan 1974, is a doctor settled at USA.

The great warrior, loving husband and caring father is presently passing happy, honourable, and satisfied life at Sargodha, looking after family farmlands in districts Jhang and surrounding areas.



Air Cdre Imtiaz Bhatti along with his family at Sargodha

Air Cdre Muhammad Akbar, SJ



Name:	Muhammad Akbar
Pak No:	3845
Father's Name:	Muhammad Abdul Ghaffar
Date of Birth:	21 Nov, 1936
Place of Birth:	Madras, India
GD(P) Course:	25 GD (P)
Date of Commission:	29 May 1958
Date of Retirement:	20 Nov 1991
Date of Demise:	5 Mar 2012
Gallantry Award:	SJ

Early Life/Career: Madras born Akbar did F Sc from Dacca University and joined RPAF College Risalpur on 24 Jan 1955. After completing Primary Flying Training on Harvard trainer, he was spotted for Advanced Training in USA. Young Akbar showed great promise during his training and mastered the art of flying on latest aircraft, which included T-34, T-37, T-33, and state-of-the-art Sabre aircraft. Akbar was among the lucky few who earned his wings as well as the commission at the end of his training from USA.

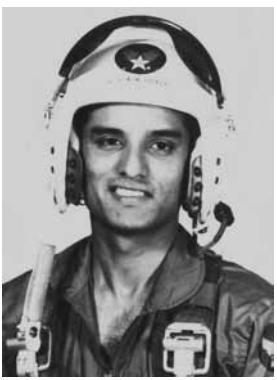
On his return, he was already an operational fighter pilot of F-86 aircraft and joined No 18 Sqn. Owing to his exceptional skills in air combat and gunnery; he proved his mettle and earned respect in the squadron. In 1962, he was posted to one of the oldest and prestigious squadrons of PAF, the elite No 9 Sqn. After spending a year, he was selected for exchange posting with Royal Air Force (RAF) in UK. During his stay at No 1 Sqn of RAF, he flew RAF Hunter aircraft and emerged as one of the top professionals. His experience on Hunter later proved handy for PAF during 1965 War as the IAF fleet comprised a large number of these venerable aircraft. Akbar's name attracted major international newspapers in 1964 while he was in UK. He, being a foreigner serving the RAF's





No 1 Sqn, was honoured to lead a four-ship Hunter formation, which toured around the world. During this historical trip, he along with his formation members also visited Pakistan and became the focus of attention of Pakistani media. On his return, Flt Lt Mo Akbar (nickname) became the flight commander of prestigious No 19 Sqn under the legendary leadership of Sqn Ldr Sajad Haider. Together with his dashing squadron commander, he played a key role in the devastation of Pathankot airfield and other such adventures during 1965 War.

Brief Description of Gallantry: It was a late afternoon on 6 Sept, when India started its undeclared war against Pakistan. At PAF Station Peshawar, a group of ground crew was spiritedly busy in giving final checks to some Sabre Fighter-Bombers parked at the operational platform. With refuelling over, the aircraft, with guns loaded and rocket in their launchers, were ready to go on their mission. An hour earlier, the tough-looking formation commander, Sqn Ldr Sajad Haider, had finished briefing to the pilots on impending strike mission. The TOT (Time-on-target) was intimated. Take-off was now minutes away, and a serious mood settled over pilots as they picked their parachutes and helmets and walked towards their aircraft. As the pilots, along with their Flight Commander Muhammad Akbar, reached their Sabres, the crewman greeted them with smiles and bade them 'Khuda Hafiz'. They climbed into their cockpits, strapped themselves and went through cockpit checks. Their engines rising into a high-pitched whine, they taxied out towards the runway. For a moment, they stood at beginning of the runway with engines humming when suddenly with deafening roar the leader, with his wing man hardly a few feet away, started rolling down, gathered speed and lifted their graceful bodies sharply into the air. Behind them came Muhammad Akbar followed by the rest of strike formation. Soon there were only specks left on the distant horizon. On that day, Pakistan Air Force had been operating in the Lahore Sector since morning in support of the Pakistan Army. However, this was the first time the PAF had taken offensive; and Pathankot, one of the main bases from where the Indian Air Force was launching its aggression, was chosen as the target. The eight Sabre Fighter-Bombers formed up in a battle formation and headed towards the enemy territory. The formation levelled off at planned height and as the borders drew closer they



Flt Cdt Akbar during training with USAF

started steep descent looking like eight hawks going in for their prey. The Sabres were now few minutes from the target. Muhammad Akbar crosschecked his flight plan and was happy to see that they were on time. He glanced on either side and the sight of his colleagues flying immaculate battle formation filled him with pride. Flying low over Indian villages, they could see villagers rushing out of their houses, watching and wondering about their destination and purpose. As they approached overhead the target, they saw the business as usual on the tarmac; they had achieved complete surprise. They saw scores of IAF aircraft parked in hangars and some in the open. Few seconds later, the leader asked the formation to pull up for the attack. This triggered the highly trained PAF pilots into what appeared like a practice-firing mission; the only difference was that this time they faced real ack-ack, which came like hail. Black and white puffs of mole filled the sky as shells from enemy guns burst all around. However, it could not deter the gladiators from their objective. Defiantly, they screamed into a dive for the attack. The next moment a stream of rockets and bullets slammed into the fuselage of some Mysteres parked in the pens. After destroying aircraft in pens, the formation shifted their attention towards scores of Migs parked in the open. The Sabres again pulled up and dived for the Migs. The Russian-made MIG-21, one of the fastest and most modern aircraft in the world, was now at the mercy of the attacking Sabres. They attacked repeatedly until the whole Base was engulfed with raging fire and thick black smoke. It was now time for them to go; but Flt Lt Muhammad Akbar requested the leader to make one more attack as he was left with some ammunition; and down he went for another attack through thick pall of smoke and high flames, destroying another Mystere parked on the tarmac. During the mission, the PAF aircraft carried out 22 attacks on the Pathankot Air Base, destroying 12 to 14 enemy aircraft, which included MIGs and Mysteres, and damaging two C-119 transport planes and the Air Traffic Control building. They flew back home elated with the job they had done. It was the first PAF offensive mission on an IAF Base, and it paid dividends. Nearly the whole of enemy operational strength of supersonic MIGs was destroyed as was evident from the fact that not a single Mig was spotted in flight until the last days of war.



Besides leading the first offensive on an enemy base, Akbar's sqn had also the distinction of launching the first strike on the Indian Army. In the morning of 6 Sep when the news of the enemy attack on Lahore sector came, it was No 19 Sqn, which gave the Indians the foretaste of things to come. In early hours of 6th morning, the four-ship Sabre formation attacked the advancing columns of Indian Army at Wagah. In 20 minutes of action, the GT Road was littered with scores of burning tanks, armoured vehicles and ammunition trucks. The formation was led by their squadron commander, with Flt Lt Akbar, Flt Lt Dilwar, Flt Lt Ghani, Flg Offs Arshad and Khalid in the formation.

Citation of Gallantry Award: "Flight Lieutenant Muhammad Akbar was responsible for programming of pilots for various duties. He was under extreme pressure of work but was able to exercise complete control over the Squadron and ensured adequate rest for everybody. In addition, he flew as much as was possible and completed every mission in a highly professional manner. His personal conduct was a true reflection of his determined efforts. He flew 13 strike and 10 air defence missions. During the strike missions he was credited with two aircraft destroyed, one aircraft damaged on the ground, two tanks destroyed and 3 damaged; 5 vehicles destroyed and 3 damaged and 4 guns damaged. Flt Lt Muhammad Akbar is awarded SJ".



After the 1965 Indo-Pak War, Mo Akbar served No 17 and 18 Sqns as Flight Commander. Flt Lt Akbar was also the proud member of PAF official aerobatic team 'The Red Dragons' formed under Wing Commander Wiqar Azeem. The team, on 9 Mar 1967, carried out some stunning aerobatics in honour of Shah of Iran at Peshawar. Apart from carrying out standard manoeuvres, this team performed most of the stunt manoeuvres for which the aerobatic team was known at that time.





Flt Lt Akbar (Flt Cdr No 19 Sqn) alongside his Sqn Cdr, Sqn Ldr Sajad Haider at Peshawar



RAF Fighters On Goodwill Visit To Pakistan

Karachi, Oct. 27: Four Hunter jet fighters of No. 1 Squadron, Royal Air Force led by Flight-Lieutenant Akbar of Pakistan Air Force arrived at Mauripur yesterday afternoon on a three-day goodwill visit.

Flt.-Lt. Akbar from Dacca, East Pakistan, who is on an exchange posting with the Royal Air Force was flying F-104 Star Fighter in No. [illegible] Squadron of the Pakistan Air Force prior to joining the Royal Air Force.

To welcome the R.A.F. Hunters, six F-86 Sabre jets and two F-104 supersonic Star fighters of Pakistan Air Force took off and met the Hunters as soon as they entered the Pakistan territory.

At the air field a number of P.A.F. pilots including Wing Commander Latif, Officer Commanding Flying, and R.A.F. Officers from U.K. High Commission were present to receive the guests.

No. 1 Squadron R.A.F. was at one time stationed at Risalpur.

Hunter squadron will return on Monday.—APP

Flt Lt Akbar moments before flying the RAF Hunter



Flt Lt Akbar (2nd from left) along with Pilots of No 9 Sqn at Sargodha

Later Years: Akbar was the flight commander of elite No 9 Sqn during 1971 War and led the Sqn from the front during flying operations. He instilled sense of devotion and motivation among his young fighter pilots. He flew extensively during war and carried out numerous strike sorties deep inside enemy territory. After the war, he got the prestigious command of No 18 Sqn for a period of one year. Towards the latter half of career, he remained on various Command and Staff appointments, including Assistant Air Secretary AHQ, President Air Investigation Board, Director Flight Safety, Instructor at NDC (National Defence College) Rawalpindi, Deputy Commandant Joint Staff College. Air Cdre Akbar also had a unique honour of serving the esteemed Quaid-i-Azam University as Professor in faculty of War & Strategic Studies. He remained on this prestigious appointment for four long years. In last leg of service, he went on deputation to Saudi Arabia for three years. His long and illustrious career in PAF ended on 19 Nov 1991.



Flt Lt Akbar being introduced to Shah of Iran

Family Details: Akbar married Sajida on 8 Jun 1964 at Glasgow, Scotland while he was on exchange posting to Royal Air Force at UK. The couple was blessed with two sons and a daughter. Mahmood, born in the midst of war on 24 Sep 1965, is in Detroit Michigan working in the renowned Ford Auto Company. Mariam, born on 14 Feb 1967, is pursuing her career in computer technology at Sacramento, California. Youngest Zaid, born on 28 Sep 1970, is working with an IT firm at California USA.

The Sad Demise: The great warrior, exceptional fighter pilot, and humble soul breathed his last on 5 Mar 2012 while he was visiting his daughter in USA. He was later buried with full military honours at Greater Sacramento Muslim Cemetery in Sacramento California.

Air Cdre Nazir Ahmad, SJ, SI(M), SBt



Name:	Nazir Ahmad Khan
Pak No:	3854
Father's Name:	Sardar Akbar Khan
Date of Birth:	15 Mar 1936
Place of Birth:	Poonch, Kashmir
GD(P) Course:	26 GD (P)
Date of Commission:	26 Jun 1958
Date of Retirement:	5 May 1985
Date of Demise/Burial:	26 Jul 1990/PAF graveyard, Chaklala
Gallantry Award:	SJ

Early Life/Career: Born in a traditional family of Pallundri (Azad Kashmir), Nazir Ahmad Khan was the son of Sardar Ali Akbar Khan. The family belonged to Sadozai clan. His father was a Viceroy's Commissioned Officer (Subedar) in the British Indian Army who had served for 25 years in the Rajput Rifles. N A Khan's siblings comprised an elder brother and four sisters. He received his preliminary education from his native area's school while he completed his Matriculation from Muslim High School, Rawalpindi in 1st Division. He subsequently pursued studies at Government College Rawalpindi but called it off before achieving Intermediate level in his exuberance to join the RPAF through the University Air Squadron. Brilliant Nazir joined RPAF on 14 Apr 1955, and got commissioned with 26th GD(P) Course on 26 Jun 1958. During his free time, he was a voracious reader and he carried this habit with him until his last day. At the commissioning parade, he was the winner of the coveted Sword of Honour as well as the Ground Subjects Trophy, a rare honour for the promising young officer. He was subsequently posted to No 6 Sqn where he was trained to be a transport pilot and flew Bristol Freighters and Wayfarers. With the arrival of modern C-130 Hercules, N A Khan was among the pioneering few to convert on the new weapon system. He also flew the F 27 Fokker and was a VVIP pilot.



Heroic Performance in the 1965 War: At a time when the war clouds gathered on the horizon of the sub-continent, young N A Khan was serving the elite No 6 Sqn at Chaklala. Although the war started in Sep, the transport aircrew had already jumped into action as early as Aug 1965. Air Mshl Nur Khan, being a visionary commander, had already foreseen an all-out war with India over Kashmir and had asked the Transport Wing to prepare for the eventuality.

In early Aug 1965, operation Gibraltar was launched by Pak Army and soon they needed supply drop missions in the Kashmir valley where the troops were fighting the enemy. However, there was one difficulty. With the added complications of enemy air and ground defences against the lumbering unarmed transport aircraft, if supplies were to be dropped across the CFL, the task clearly became out of question by daytime and to attempt such operations at night in the proximity of some of the highest peaks in the world appeared equally impossible. The stakes were very high, however, the daring aircrew of No 35 Wing undertook the task as a challenge and started preparations day in and day out working out plans to accomplish the daunting task. N A Khan was part of the team of gallant aircrew that prepared for these demanding missions.



Flt Cdt Nazir A Khan receiving trophy for best performance in Ground Subjects from Air Mshl Nur Khan during his graduation parade at Risalpur

Historical feat: With all preparations done, it was now time to launch into action. N A Khan along with Flt Lt Javed H Malik as co-pilot and Flt Lt Wasti as navigator took off from Chaklala on the night of 23 Aug 1965. The mission was to drop 28000 lbs of cargo comprising guns, rations, ammunition and other logistics deep inside Srinagar valley. Never in the history of transport operations had anyone tried these daring night supply missions. The moment they got airborne, they entered into clouds. The weather was bad; however, the resolute air crew continued. They broke cloud at 25000 feet and headed for Srinagar valley. N A Khan, with the help of his meticulous navigator, piloted the aircraft with pinpoint accuracy. The moment they entered the drop zone, a thin sheet of clouds obscured their vision. However, keeping faith in Allah, they continued. As the navigator announced 'Green Light' (signal to drop the load), the aircraft entered severe turbulence. Fighting with the controls, he managed to keep steady heading, height and speed and went on with the drop. Completing the drop, he opened full power and avoiding the 15000 peak in front he exited for home. The daring mission was successfully achieved despite a raging blizzard and a pitch-dark night intermittently lit by flashes of lightning. It was later confirmed by the Army Division Headquarters that an accuracy of about half a kilometre was achieved, which was indeed remarkable for a blind drop. Flt Lt N A Khan did not stop there. He continued to volunteer for flying such type of demanding missions during 1965 War and achieved outstanding results.

N A Khan Flies B-130 Bomber: After the success of the opening mission of the war, N A Khan never looked back and his passion to do more and more for the nation grew with every passing day. In the second week of Sep, the Transport



SJ Recipients: Wg Cdr Hatmi (1st from left) along with Wg Cdr N A Khan (standing), Wg Cdr Akbar (sitting left), Wg Cdr Hakimullah (sitting right) at AHQ Peshawar.



Air Cdre N A Khan being awarded with SI (M) by Gen Muhammad Zia-ul-Haq, President of Pakistan at Rawalpindi



Flt Lt Nazir Ahmad Khan (2nd from right) along with air crew during 1965 war

Wing came up with a brilliant idea of using the Hercules as the heavy bomber. N A Khan, along with a team of professional transport aircrew, was tasked to devise new procedures and parameters for utilising the Hercules in its new formidable role. He flew numerous missions at Jamrud Range, checking the bombing accuracy of the Hercules. After successful trials it was recommended by his team that the Hercules could only be utilised in its new role if the ramp was removed and the

rear door locked in the 'up' position. Rest was left to the brilliant team of engineers and technicians who completed the modification in record time.

N A Khan flew the historical opening bombing mission of the war. The target was Lahore-Kasur sector where the Indians were continuously posing a threat to Pak Army. The mission was high risk as the unarmed C-130 was like a sitting duck against enemy ack-ack fire. Undaunted he along with his courageous crew took off from Kohat. The aircraft was loaded with 25000 lbs bomb cargo. Earlier that day, he had very meticulously supervised loading of the stacks of bombs; a stack carrying 50 bombs each. Hauling the destructive cargo on board, the Hercules flew towards its target, ready to make history. As they approached the target, the navigator gave the green light (signal to drop the load). He pressed the release button and within three seconds, the bombs hurtled down into the pitch-dark night. Soon the entire area blew up into huge flames. As they exited, the enemy anti aircraft guns opened up against the unarmed Hercules. Undaunted, the aircraft dived to tree top level and exited through the floating flak of heavy ack ack fire. By the time the crew landed back, the news of destruction caused by the 'heavy bomber' had already been aired by All India Radio.

Citation of Gallantry Award: "Flt Lt Nazir Ahmad Khan took an active part in the air operation during the war with India. These operations involved flying over hazardous terrain in adverse weather conditions by night as well as flying at extremely low levels. Such operations called for outstanding flying ability and great courage. He carried out these missions with great skill and determination, and his achievements are a tribute to his ability. FL Nazir Ahmad Khan is, therefore, awarded SJ."



Heroic Performance in the 1971 War: PAF, sensing the deteriorating law and order situation in East Pakistan in the month of May 1971, positioned one C-130 permanently in East Pakistan while its crew was rotated every three months. N A Khan virtually remained a permanent part of the resilient air crew. During their valuable services in East Pakistan, the highly versatile C-130s were employed in practically all possible roles. They were used for crucially needed tactical airlift, airborne assault, evacuation of causalities and even in the tanker role. There were numerous episodes of valour and grit and harrowing tales of escape and evasion but the most daring were the recapture of Lal Munir Hat and Sylhet airfields.

On 25 Mar 1971 the Mukti Bahini took over control of Lal Munir Hat and Sylhet airfields. Their recapture was essential for Pak Army to regain control of the lost territory and subsequently launch their ground operations. This was achieved by launching very daring 'air landed' assault missions; First, on 3 Apr to recapture Lal Munir Hat and second on 8 Apr to regain Sylhet. Both missions were hazardous as the disadvantage of C-130 being unarmed and prone to attract ground fire was obvious. For the initial assaults two C-130 aircraft were employed; one of them was flown by courageous Sqn Ldr N A Khan with Flying Officer Zubair as co-pilot and Flt Lt Ashraf as the navigator. Special services commandoes



N A Khan carrying out a daring mission at Lal Munir Hat, East Pakistan during 1971 war

carrying small arms were on board the Hercules. Both aircraft flew at low level over the riverbed inside hostile territory. As they approached the airfield, to their dismay they discovered that the runway was blocked with logs strewn by the insurgents. N A Khan prepared the aircraft for canyon approach (manoeuvre in which aircraft makes a steep approach) and made a short landing. With its engines running, the troops fanned out to occupy the area. The enemy opened fire while the commandoes were getting out of the aircraft. Exchange of gunfire continued for minutes. In the meanwhile, some commandoes cleared the runway for the landing of second aircraft. The action was swift and precise, and was over in minutes. After dropping the personnel, N A Khan opened full power and made a tactical take-off (a manoeuvre in which aircraft immediately gains altitude), making way for the second aircraft to land. He exited at deck level on the same perilous route, which they followed while coming in. Subsequent missions were also flown by N A Khan till the time the airfield was completely secured and re captured.

Citation of SBt: "Sqn Ldr Nazir Ahmad Khan, SJ, has consistently displayed outstanding courage, determination and devotion to duty both during peace and war. Sqn Ldr Nazir was among the first crew dedicated to operations in East Pakistan. This involved flying long and tiring hours in adverse weather and hostile environment. He displayed the highest degree of devotion, courage and determination and flew extensively to deploy Pak Army elements for recapture of rebel-held areas. Determined to carry out the task, he flew without any regard for personal comfort. While operating from Jessore, his aircraft was hit by ground fire



from the rebels surrounding the airfield. Undeterred by the prevailing danger, he flew on similar missions for re-capture and support of Lal Munir Hat, Ishurdi and other places. His fortitude and courage proved a great source of inspiration to others. During the Dec War, he displayed exceptional courage, determination and devotion to duty. Sqn Ldr Nazir Ahmad Khan is, therefore, awarded S Bt."

Career until Retirement: Air Cdre Nazir A Khan did his Staff Course from RAF Staff College, Andover, UK in 1969 with distinction and the Armed Forces War Course from National Defence College Rawalpindi in 1973-74. His instructional tenures comprised posting as Directing Staff at the PAF Staff College as well as the Iraqi Armed Forces Staff College for a period of three years each. His staff tenures at Air Headquarters encompassed a stint at the Flight Safety Directorate as Deputy Director and later as Secretary Air Board. As Secretary Air Board, he received exclusive admiration and appreciation of the then CAS PAF, Air Chief Marshal M Anwar Shamim for his exceptional staff work, expression and clarity of thought. He also served as Base Commander Chaklala from January 1983 to April 1985.

Family Details: Air Cdre N A Khan married Shahida Zaman in 1959 at Village Siya, Azad Kashmir and they were blessed with three sons and four daughters.



Air Cdre N A Khan with his family at Peshawar

The children are all married and have their own families. Eldest son Abdul Latif lives in Rawalpindi and pursues farming; Abdul Majeed is a lawyer at Supreme Court of Pakistan. Nadeem Khan is self-employed. Daughters, Najma and Neelofar are housewives while Erum, the youngest, is a graduate Homeopathic Doctor; however, she is pursuing the profession of teaching. Jamila is also a house wife married to AVM Sami Toor (Retd).



End of the Hero: The great warrior, loving husband and caring father breathed his last on 26 Jul 1990 at the age of 54 years due to pulmonary complications. He was given a hero's farewell, which he duly deserved. Senior officers, comrades, airmen, civilians, and all those who loved him attended his service funeral. Men in blue presented the gun salute to the gallant hero when he was laid to rest in his eternal abode at PAF graveyard Chaklala. He was destined to be buried at his parent base where he spent the best part of his life, first, while performing great acts of heroism in the two wars and later while commanding it with great pride and honour.



Air Cdre N A Khan at his eternal abode at PAF graveyard Chaklala

Air Cdre Viqar Abdi, SJ



Name:	Syed Viqar Ahmed Abdi
Pak No:	3900
Father's Name:	Syed Niaz Ahmed Abdi
Date of Birth:	18 Sep 1938
Place of Birth:	Sultanpur UP, India
GD(P) Course:	27 GD (P)
Date of Commission:	4 Jan 1959
Date of Retirement:	3 Jun 1989
Gallantry Award:	SJ

Early Life/Career: Born in an honourable family of UP, Viqar Abdi spent his childhood moving from station to station, owing to his father's frequent postings due to his job in Indian Railways. In 1947, at the time of partition, the family moved to Dacca. After completing F Sc from Govt College Dacca in 1956, he joined Dacca Flying Club and did his first solo on Austere Eaglet at a remarkably young age of 16. He completed 200 hrs on Tiger Moth and Austere Eaglet aircraft and got CPL in Sep 1955. Viqar joined PAF College, Risalpur in Nov 1956 and graduated as an operational navigator on 4 Jan 1959. During his early career, he remained on various transport aircraft, which included Bristol Freighter, B-57 Bomber, and C-130 Hercules.

Brief Description of Gallantry: Abdi was among the select group of transport aircrew, who flew the first para-drop mission inside the held Kashmir, during the opening round of the 1965 War. He participated in these daredevil missions with utmost dedication, and, with his accurate station-keeping, he produced excellent results. Later, during the thick of War, he did some dangerous missions deep inside the enemy territory, in which Pak SSG commandoes were dropped on various IAF airfields. On 7 Sep 1965 while on dispersal in PAF Station Peshawar, he was scheduled to fly a para-drop mission on C-130 aircraft against Adampur. The crew took off at 2220 hrs from Peshawar. In the midst of Sep haze when nothing was visible Abdi's meticulous station-keeping brought the aircraft over the target on prescribed TOT. The aircraft dropped the commandoes near Adampur and turned back. As they exited at deck level, the enemy's ack-ack opened up. Passing through the barrage of formidable fire, the Hercules got a direct hit on its right wing. The

resilient crew kept calm and, making evasive manoeuvres, managed to come back and landed at Peshawar at dawn.



Flt Lt Abdi (1st from right) along with officers of PAF Base Chaklala



Flt Lt Abdi (3rd from left), along with Hercules aircrew after carrying out successful bombing mission during 1965 war



Flt Lt Abdi (parade cdr) along with the reviewing officer, Gen Yahya Khan, the President of Pakistan, during a parade held at PAf Base Chaklala

Towards the closing days of the war, Gp Capt Eric Hall, commanding PAF Station Chaklala, came up with the unique idea of converting the C-130 Hercules into a heavy bomber. The PAF higher command agreed and ordered its immediate execution. Search for the best crew to carry out these dangerous missions began instantaneously. Abdi was among these Kamikazes selected to carry out the demanding missions. The crew carried out trial-bombing runs at Jamrud range to ascertain the feasibility of such daredevil missions. Soon remarkable results were achieved and Abdi geared to undertake live missions. As 35 Wing was getting ready for the final assault, the news came that 6th Lancer of Pak Army had bogged down in Chawinda sector and needed immediate help to thwart the Indian aggression. On receiving SOS from brothers in Khakis, PAF leadership decided to launch first live-bombing mission on 16 Sep 1965 in Chawinda sector. The formidable Hercules with full load of 28000 lbs of free-falling bombs took off from Peshawar. Despite poor visibility, Abdi's textbook navigation led the aircraft to battle area with pinpoint accuracy. At the planned TOT, Abdi gave signal for the drop and in the next second 28000 lbs of free falling bombs started to roll down from the Hercules. The torrential rain of dropping TNT created havoc in the enemy troops and complete destruction of the Indian armour was achieved. Abdi did not stop there. He did another bombing mission the same day in the evening. This time the target was the retreating Indian Army's engineering brigade close to Deg



Nullah round Chawinda area. The Indian brigade comprised trucks, troops and bridging equipment but as the aircraft struck them with 28000 lbs of bomb load, all that left was huge rubble of burning steel and debris.

On 19 Sept 1965, Abdi was once again in action. This time the mission was to silence the Indian artillery guns. Earlier, the Indian Army had captured Pakistani village Manarwa and were continuously shelling Lahore from that location. Pak Army requested the PAF to bomb these heavy guns and end the agony of Lahorites. The crew took off after the sunset and inflicted lethal blow on an Indian artillery unit by dropping 30,000 lbs of bomb load. By the time the crew landed back, the All India Radio had already aired the news of the attack. The devastation was so immense that in panic they termed it to be a nuclear attack. Abdi continued with his heroics till the cease-fire on 22 Sep 1965.

Citation of Gallantry Award: "On 7 Sep 1965, Flt Lt Viqar Ahmed Abdi was the navigator on an operational mission flying at low-level by night where precise navigation was no easy task. He succeeded in accomplishing the mission with the desired accuracy. In doing so, he, as a navigator, displayed great skill and determination. In addition to this special mission, he undertook many more successful night-bombing missions. For his excellent performance, Flt Lt Viqar Ahmed Abdi is awarded SJ."

Career till Retirement: From 1967 to 1971, he remained on various command and staff positions, which included Directing Staff at PN Tactical School (Himalaya), OC Observer Wing in Badin and OC Cadets Wing (now Military Training Wg), PAF Academy, Risalpur. In early 1971, he was posted to Dacca as OC Intelligence unit and did a remarkable job in gathering valuable intelligence against Mukti Bahini and the Indian Army. He also participated in various undercover operations deep inside Indian territory. While performing such dangerous duties, he was captured by Mukti Bahini and became a POW. After two years of confinement, his ordeal ended and he returned to his beloved motherland in Feb 1974. The end of war did not keep him away from action for long; he went on deputation to Libya and saw action during the Uganda crisis. Towards the end of his illustrious career, he remained on various command and staff appointments, which included another stint as OC Cadets' Wing at PAF Academy, Risalpur, Staff Officer at Southern Air Command, and Director Data Automation at AHQ. In his last assignment, he played a key role in computerization of various Directorates at the AHQ. Air Cdre Abdi's long and eventful career ended in 1989.

Family Details: Abdi married Rehana in 1966. They are blessed with a son and two daughters. Hashir Abdi born in 1967 is working in Microsoft as Senior Lead Manager at Boston USA. Samayah Abdi born in 1969 is an architect and pursuing her career in Karachi. Youngest Batool Abdi born in 1983 is married and has settled in the USA. Air Cdre Abdi is a staunch golfer and can be usually spotted in DHA Country & Golf Club, Karachi.



Air Cdre Abidi along with his family at Karachi

Air Cdre Rizwan Ahmed, SJ, TI (M)



Name:	Chaudhry Rizwan Ahmed
Pak No:	3971
Father's Name:	Chaudhry Ferozuddin
Date of Birth:	15 Aug 1938
Place of Birth:	Lahore
GD(P) Course:	28 GD (P)
Date of Commission:	28 Jun 1959
Date of Retirement:	10 Oct 1988
Gallantry Award:	SJ

Early Life/Career: Born in an honourable family of Lahore, Rizwan was outstanding in academics since the early days. His father was a reputable lawyer and was famous for undisputable integrity and professionalism. After completing his secondary education from FC College, Lahore, Rizwan joined RPAF College, Risalpur in 1957 and graduated as an operational navigator on 28 Jun 1959. He got his first posting at No 6 Transport Sqn and flew the Bristol Freighters for a couple of years. His outstanding performance in flying soon took him to the USA for undergoing an Advanced Navigation Course in 1962. On his return, he joined his parent unit, which was by now equipped with the state-of-the-art Hercules aircraft. Soon he proved his mettle on the new weapon system too and earned the reputation of being a meticulous navigator.



Brief Description of Gallantry: After the launch of Operation Gibraltar, Pak Army needed immediate supply of rations, ammunition and other equipment to maintain life-line for their soldiers in the Kashmir valley. Soon the coordination began between PAF and 12 Division of Pak Army. Supply drops in the mountainous terrain were not new to the PAF, but this time it was different: some of the supplies would be required to be air dropped by defenceless Hercules almost certainly inside held Kashmir, that too during night. The arduous task was given to the lone transport wing of PAF, the No 35 Wing.

Keeping up the traditions of leading from the front, Flt Lt Rizwan Chaudhry along with his OC 35 Wing, Wg Cdr Zahid Butt volunteered to fly the first mission.

The resilient crew with Air Mshl Nur Khan on board took off from Chaklala at 0200 hrs on 23 Aug 1965, in a pitch-dark night. The Hercules was loaded with rations, ammunition, and other supplies. As the aircraft took off, Rizwan realised that the weather in the mountains was such that normally he would not have advised his Captain to take off even during daytime; but he knew it was war. Soon after take-off, the aircraft entered the clouds at 12000 feet and emerged at top of the clouds



'B-130 Bomber' playing havoc on enemy lines at Wagah-Attari sector during 1965 war

at 26000 feet. It was a total overcast condition. Even the mighty Nanga Parbat was not visible; such were the risky weather conditions that night. Flt Lt Rizwan meticulously navigated the way through the deep and narrow valleys. As soon, they entered Srinagar valley they were required to descend from 26000 feet to 14000 feet within two minutes, which required meticulous planning by Rizwan. On his instructions, the aircraft nose-dived rapidly through the treacherous mountains maintaining high rate of descend. Soon after, Rizwan picked up Wular Lake on his APN-59 radar and gave final heading for the drop zone, situated 8 miles east of Bandipura (Initial Point). He kept the aircraft well clear from the high peaks surrounding the Srinagar valley. The final run for the drop zone was challenging. He kept on advising the Captain to accurately maintain the speed, direction, and height and prepared for the final countdown. As they descended to 1400 feet for the final run, the aircraft entered into a thick sheet of clouds. Rizwan was more worried about the high peaks all around as he was continuously monitoring terrain on aircraft radar. Only a minute short of the drop, the aircraft entered into a severe

turbulence and lightening was so severe that the aircraft speed went below the prescribed minima. Realizing the imminent threat to the aircraft, Rizwan advised Zahid Butt to go around. The formidable Hercules heavy on load climbed sluggishly. The crew decided to make one more approach. This time Rizwan prepared for the blind drop, even if the drop zone was not visible, he would give the green light (signal to drop) based on timings. Second time the crew was lucky to miss the turbulence, although they were in the midst of the clouds. Just as Rizwan started the final countdown for the drop, the clouds parted for the moment, and there in the blackness the crew saw the drop zone, which was directly underneath the aircraft. The first operational supply drop mission by the PAF was a great success. It was later confirmed by Pak Army that an accuracy of about half a mile had been achieved, which was remarkable for a blind drop. Rizwan did not stop there. He participated in numerous such missions and maintained an air bridge for supplying lifeline to Pak Army in Kashmir.



Flt Lt Rizwan (sitting 2nd from right) during a war briefing at Chaklala (1965)

In middle of Sept Flt Lt Rizwan was once again in action but this time in a more unique and challenging role. The idea of converting Hercules into a heavy Bomber clicked the transport aircrew and Rizwan immediately volunteered for the first mission of that sort. During the bombing trials on Jamrud range, he along with his OC, Zahid Butt, played an instrumental role in planning the used Hercules in its new and versatile role. With 18 bombs, 1000 lbs each, on board, the C-130 took off in the early hours of 12 Sep, and stayed at 2300 ft above the ground on radar for as long as possible. Rizwan had carefully calculated the rate of climb with the load carried for the pull up calculations, and as 8000 feet reached, he gave a small course correction to bring the C-130 out on its bombing run. As the crew approached the target, they saw the navigation lights of an aircraft closing fast from the right. Soon the crew realized that it was an IAF interceptor. As the Hercules was only 40 sec away from bomb release, Rizwan advised the Captain to do nothing but continue with the drop. By the time the entire bomb load was released, Captain immediately took evasive action to get out of the range of the Indian interceptor. He pulled up to reduce the speed immediately and in the bargain, the interceptor overshot and appeared ahead of the aircraft. Rizwan immediately gave heading for turning back to Pakistani border as they had arrived close to Pathankot airfield. The aircraft immediately descended to deck level to avoid interception and exited the area with high speed. In the meanwhile, the ack-ack opened up, but the crew remained calm, took evasive actions and crossed back safely into Pakistan. During post-flight inspection the crew found out that the ack-ack shell making a 0.5-inch hole hit the left wing of the aircraft. The professional and courageous aircraft

handling by Wg Cdr Zahid Butt and his meticulous Navigator Rizwan not only saved a valuable PAF aircraft but also achieved the mission with precision.

Citation of Gallantry Award: "Flt Lt Chaudhry Rizwan Ahmed undertook a total of seven operational missions in the enemy territory. Apart from his exceptional professional skill as a navigator, he was associated with the planning of all missions undertaken by the Squadron. His objective thinking and sound ideas on the use



Flt Lt Rizwan (2nd from left) along with air crew at Chaklala during 1965 war

of airborne radar equipment achieved a very high degree of accuracy in aerial delivery missions under blind flying conditions. In addition to this contribution, he was always available for strenuous flying duties even after long tiring hours of planning, and consistently displayed a great deal of zeal and stamina. His achievements made him stand out as a navigator, combining professional skill with a rare sense of objectivity. Flt Lt Ch Rizwan Ahmed is, therefore, awarded SJ."



Career till Retirement: Rizwan actively participated in 1971 Indo-Pak War and on 4 Dec 1971, he flew a dangerous strike mission on C-130 deep inside enemy territory. It was a para-dropping mission in Avantipur close to Srinagar. The TOT was 0230 hrs. During the drop, the ack-ack tried to shoot them down but the crew valiantly manoeuvred the aircraft and achieved the drop with pinpoint accuracy. After the 1971 War, Rizwan remained on various Command and Staff appointments, including OC Training Wing, DD Plans AHQ, and General Manager at CAA. He remained on deputation to Libya for three years. Air Cdre Rizwan

was working as Director Works at AHQ, when his glorious career ended on 10 Oct 1988.

Family Details: Rizwan married Shahida Begum on 10 May 1970. The couple was blessed with two sons and a daughter. Saqib Rizwan, born on 14 Apr 1971, is MSc Civil Engineering from Purdue University Indiana USA and presently employed with Mason Bechtel Company USA. Asim Rizwan, born on 22 Jul 1973 had done MSc in Civil Engineering from University of California and Barkley USA and is presently employed with the UAE Govt at Abu Dhabi. Ayesha born 28 Jul 1977 is B Sc Engineering (Electrical) & MSc Computer Sciences from LUMS and is happily married. Air Cdre Rizwan bore a tragic loss on 30 Jun 2008 when his wife expired, leaving behind the aggrieved family.



Adorable Family of Air Cdre Rizwan

Gp Capt Zahid Butt, SJ



Name:	Salahuddin Zahid Butt
Pak No:	989
Father's Name:	Inayatullah Butt
Date of Birth:	17 May 1928
Place of Birth:	Lucknow
GD(P) Course:	4 GD (P)
Date of Commission:	23 Dec 1949
Date of Retirement:	23 Dec 1972
Gallantry Award:	SJ

Early Life/Career: Born in the traditional family of Lucknow, Zahid completed his secondary education from Govt Jubilee College. His father was a government officer and enjoyed unprecedented repute in Lucknow. Zahid did BSc from the elite Lucknow University with flying colours. At the time of Independence in 1947, his family opted for Pakistan and initially got settled in Karachi. Since early childhood, he always wanted to be a pilot. Soon his passion compelled him to try his luck at one of the RPAF selection centres. Brilliant Zahid passed the initial exams with ease, thus ensuring his entry in the RPAF College at Risalpur in 1948. Flying came naturally to young Zahid. He went on his first solo at a remarkably young age. He was fortunate to be in the RPAF College at a time when the galaxy of the PAF's pioneering officers studded it, Wg Cdr Asghar Khan being its first Commandant with Sqn Ldr Nur Khan, Flt Lts Zafar Chaudhry, and Rahim Khan as the flying instructors. (All these officers later commanded PAF). Zahid earned his wings in Dec 1949 and joined Fighter Conversion Course at Mauripur. No 6 Sqn was the first stop in the illustrious career of the young Zahid where he flew the huge Bristol Freighter transport aircraft and formidable Halifax. He was among the lucky few who were selected for conversion on new and state-of-the-art Hercules aircraft. Later in his career, he commanded the prestigious No 6 Sqn and remained associated with the flying training of the young officers of PAF. At the time of war in 1965, Wg Cdr Zahid Butt was commanding the lone transport wing of PAF, the elite No 35 Wing at Chaklala.



Brief Description of Gallantry: In mid of Aug 1965, after the launch of operation Gibraltar, Pak Army badly needed air drop missions in the valley of Kashmir to maintain lifeline for its troops fighting the Kashmir war. They requested the AHQ at this crucial time and PAF responded wholeheartedly.

Subsequently, AHQ tasked No 35 Transport Wing to prepare for these para-drop missions deep inside the enemy territory. Wg Cdr Zahid Butt, Officer Commanding 35 Wing, rose to the occasion started to prepare his aircrew for these daredevil missions. On one of the occasions before the war, the C-in-C, Air



Flt Cdt Zahid Butt (2nd from right-last row) along with his course mates of 4th GD (P) course at Risalpur (1948)

Marshal Nur Khan, went to Chaklala to review the details of the mission planning and was highly impressed by the resolve and meticulous planning of the transport aircrew. It was a tough decision on the part of C-in-C to go ahead with the mission. Sending an unarmed Hercules fully loaded with supplies could prove to be sitting target for IAF, but he also knew how important this mission was for the success of Operation Gibraltar. After a heated debate, he concluded that the decision to go ahead with the drop could only be made in the air, as it was very likely that the crew would decide to proceed with the drops even if the chances were against their success. Realising the importance of the mission, he decided to accompany the crew scheduled to fly the first sortie to see how far one could go in such a mission profile and also to make on-the-spot decision. Keeping the rich traditions of leading from the front, Wg Cdr Zahid Butt volunteered to fly the first mission along with highly professional navigator Flt Lt Rizwan Chaudhry.

The resilient crew with C-in-C on board took off from Chaklala at 0200 hrs on 23 Aug 1965 in a pitch-dark thundery night. The Hercules was loaded with 28000

lbs of guns, rations, ammunition, and other supplies. On the request of Wg Cdr Butt, hours before the departure, an ELINT B-57 Bomber was also planned to fly ahead of the Hercules at 40000 feet to monitor the Indian radars. Although it was known that IAF had no capability to operate their fighters at night, and that too in such a hostile terrain, the gravity of mission so demanded. As the crew took off, they realised that the weather in the mountain valleys was such that normally they would not have taken off even during daytime, but they knew it was an emergency. Soon after take-off, the Hercules entered the clouds at 12000 feet and emerged on top of the clouds at 26000 feet. It was total overcast with medium clouds. Even the mighty Nanga Parbat was not visible; such were the dicey weather conditions that night. Flt Lt Rizwan, the brave navigator on board, meticulously navigated their way through the deep and narrow valleys. As soon as they entered Srinagar valley, they were required to descend from 26000 feet to 14000 feet within two minutes, which required meticulous planning by the navigator and piloting skills by the Captain. Maintaining 5000 feet per minute rate of descent, the Hercules nose-dived rapidly through the treacherous mountains. Rizwan picked up Wular Lake on radar and gave final heading for the drop zone code named 'Qasim', situated 8 miles east of Bandipura (Initial Point). Rizwan kept the aircraft well clear from the high peaks surrounding the Srinagar valley. The final run for the drop zone was challenging. Accurately maintaining the speed, direction and height, Zahid Butt moved on for the drop. As they descended to 14000 feet for the final run, the aircraft entered into a thick sheet of clouds. Nothing was visible; the atmosphere in the cockpit was tense. Rizwan was more worried about the high peaks all around as he was continuously monitoring terrain on aircraft radar. Only a minute short of the drop, the aircraft entered into a severe turbulence and lightening was so severe that the aircraft speed went below the prescribed minimum. Realising the imminent threat to the safety of the aircraft, Zahid Butt immediately opened power and decided to abort the drop. The formidable Hercules, heavy on load, climbed sluggishly and Zahid Butt had to do more or less a chandelle to avoid the 16000 feet peak in front. The crew had averted a great disaster. However, this did not lower the morale of Zahid Butt and his crew. Butt, after obtaining the approval from C-in-C, he decided to make one more approach. He asked the navigator to prepare for the blind drop based on timing taking help on board radar. Second time, the crew was lucky to miss the turbulence, although they were in the midst of the clouds. Just as Rizwan started the final countdown for the drop, the clouds parted for the moment, and there in the blackness Nur Khan and co-pilot saw the twinkling lights of three of the bonfires marking the DZ. It was directly underneath the aircraft, which meant the load was dropped exactly overhead the drop zone.

The first operational drop mission by the PAF of Gibraltar-Grand Slam-Sep war sequence was a great success. It was later confirmed by Pak Army's 12 division that an accuracy of about half a mile had been achieved, which was remarkable for a blind drop. The arrival of timely supplies put fresh heart into the Mujahid force and Pak Army officers in their skirmishes with the Indian units. Others followed the mission in quick succession, which enabled the embattled troops to survive. The transport wing under their visionary Commander, Wg Cdr Zahid Butt, thus set the tone of PAF operations for the war, which was to follow.. He participated

in numerous such missions and the transport wing under him maintained an air bridge for supplying lifeline to Pak Army in Kashmir.

Wg Cdr Zahid did not stop here. He along with his navigator Flt Lt Rizwan was once again in action, in the thick of war, but this time in a more unique and challenging role. The idea of converting Hercules into a heavy bomber clicked Butt and he did not hesitate for a second to volunteer for the first mission of that sort. During the bombing trials on Jamrud Range, Zahid Butt played an instrumental role in devising a new strategy for using the Hercules in the new role.

With 18 thousand lbs bombs on board, the C-130 took off in the early hours of 12 Sep, and stayed at 2300 ft above the ground on radar for as long as possible, as originally planned. Rizwan had carefully calculated the rate of climb with the load carried for the pull up calculations, and as 8000 feet reached, he gave a small course correction to bring the C-130 out on its bombing run. As the crew approached the target, they saw the navigation lights of an aircraft closing in fast from the right. Soon the crew realised that it was an IAF interceptor. As the Hercules was only 40 seconds away from bomb release, they decided to do nothing but continue with the drop. By the time the entire bomb load was released, Zahid Butt immediately took evasive action to get out of the range of Indian interceptor. He throttled back and pulled up three Gs to reduce the speed immediately and in the bargain the interceptor overshot and appeared ahead of the aircraft. He then immediately descended to tree top level to avoid interception and exited the area with high speed. In the meanwhile, the ack-ack opened up, but the crew remained calm, took evasive actions and crossed back safely into Pakistan. During post flight inspection after landing, the crew found out that the left wing of the aircraft was hit by the ack-ack shell, making a 0.5-inch hole. The professional and courageous



Wg Cdr Zahid Butt, OC 35 Wg (2nd from right), after carrying out a successful bombing mission at Wagah-Attari sector during 1965 War

aircraft handling by Wg Cdr Zahid Butt not only saved a valuable PAF aircraft but also achieved the mission with great precision.

A Rare Honour: In recognition of valuable services rendered by Gp Capt Zahid Butt, 10 Corps of Pak Army named a road after him in Chaklala Garrison. A rare tribute paid to a man in blue by the brethren in Khakis.

Citation of Gallantry Award: "Wg Cdr Salahuddin Zahid Butt is an exceptional transport pilot who applied his ability to the fullest limits in carrying out operational missions against the enemy. He flew 8 sorties, which included supply dropping and para trooping over enemy territory. The hazardous operations were carried out with great skill and determination. Throughout the period of operations, he was a source of inspiration to all the other aircrew of the wing. The success of all transport operations and its impact on the enemy reflected great credit to the ability and leadership of this officer. In recognition of his personal example, achievements, and his contribution to the overall success of all transport operations, the officer is awarded SJ."



Career till Retirement: Later in his career, he remained on various key staff and command appointments, which included Pilot Examiner and Director Air Transport Operations at the AHQ. His long and illustrious career came to an end in Dec 1972.

After retirement, Gp Capt Zahid Butt moved to USA along with his family, where he is now permanently settled.

Gp Capt Ghulam Tawab, SJ, SBt

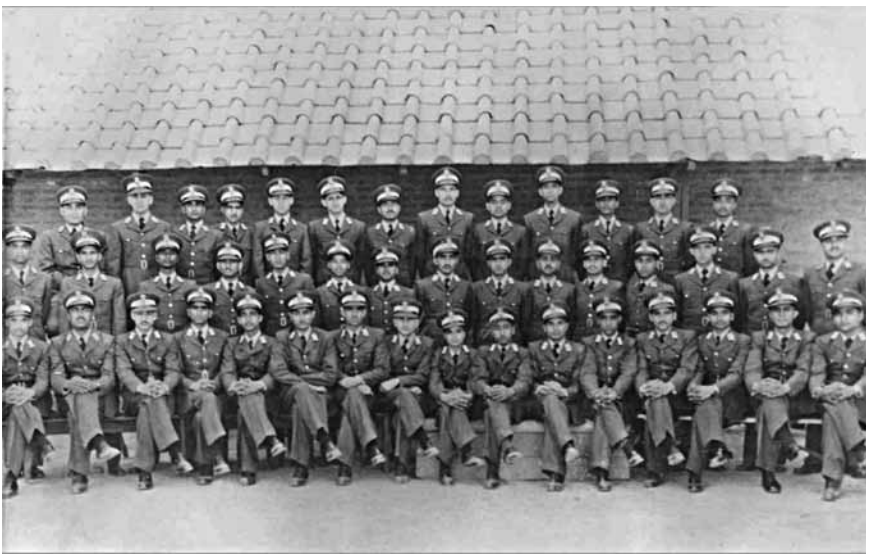


Pak No:	1190
Full Name:	Muhammad Ghulam Tawab
Father's Name:	Muhammad Ghulam Wahab
Place of Birth:	Sylhet, Bengal
Date of Birth:	1 Jul 1930
GD(P) Course:	9 GD (P)
Date of Commission:	15 Sep 1951
Date of Retirement:	5 Feb 1972
Date of Demise/Burial:	23 Feb 1999/Munich Germany
Gallantry Award:	SJ

Early Life/Career: Born in a respectable family of Bengal, Tawab received his early education in Sylhet and later joined RPAF College, Risalpur in 1949. Soon after graduation in Sep 1951, he attended Fighter Conversion School at Mauripur and later joined No 9 Sqn. After a short stint with the Sqn, he went on to attend the FIS (Flying Instructors' School) and later remained as flying instructor at RPAF College, Risalpur. Flying instruction is a demanding job, but Tawab excelled at it. He was a popular and well-liked instructor and fighter pilot. In time, he became a fighter ace, and made an effective contribution to the grooming of the group of fighter pilots who defeated the IAF and blunted Indian land offensives in the 1965 War. After two years' tenure as Instructor, he was posted back to No 9 Sqn equipped with fury aircraft. He was also one of the first PAF pilots to undergo jet conversion with the USAF in Germany in early 1956. In recognition of his exceptional flying skills, he was posted as a NATO instructor pilot at the USAF run T-33 (T-Bird) Jet Transition School at Furstenfledbruck Air Base near Munich in Germany. Between 1957 and 1971, he held command of No 11 and 14 front line PAF fighter Sqns. He also served as Chief Instructor in the PAF's premier Fighter Leaders' School, and groomed fighter pilots who later performed exceptionally well during the Indo-Pak 1965 War.

Participation in 1965 War: Tawab was working as Director of Flight Safety at AHQ when the Indo-Pak War broke out. On 1 Sep 1965, realising that war was imminent, Tawab left his desk job and volunteered to fly operational combat missions. Honouring his passionate request, AHQ deployed him to No 19 Sqn at

Peshawar commanded by Sqn Ldr Sajad Haider. He flew 24 F-86 Sabre combat missions, which included sixteen air defence sorties and eight ground attack missions. He was the proud member of various historic air strikes, which the No 19 Sqn delivered against numerous Indian targets. He provided top cover during the mission, which struck Srinagar airfield and Jammu radar during the 1965 War. During the 'text book attack' on Pathankot airfield in the evening of 6 Sep, Tawab flying one of the two top cover sabres witnessed the destruction of fourteen IAF MiG-21s and Mystere fighter aircraft on ground. Pak Army owed a lot to his intuitive and alert mind, as during a recce mission on 3 Sep 1965, Tawab reported heavy concentration of Indian armour preparing for a major offensive towards Chawinda. This report helped Pakistan Army to deploy its armour in time to crush the Indian armour offensive. Perhaps this was his most valuable contribution made during the 1965 War, for which he would be remembered for the times to come. He also participated in numerous close support missions. Chamb and Wagah sectors bore witness to the tremendous amount of destruction inflicted by Tawab's four-ship formation on Indian armour on the eve of 17 Sep. He led the attack on the Indian Army convoys, tanks, and trucks and struck them with fury. The 5-inch rockets used by his ferocious formation members blew up scores of Indian tanks and annihilated the entire enemy regiment attacking Pakistani troops in Wagah sector.



Flt Cdt Tawab (2nd from right-last row) along with his course mates at Risalpur

Citation of Gallantry Award: "Wg Cdr Muhammad Ghulam Tawab took part in operations from the very first day the hostilities began. He provided top cover for the first strike against Pathankot. During the war, he flew sixteen air defence

missions and eight close support sorties. He took part in the bombing of Srinagar airfield and Jammu radar. He destroyed ten enemy tanks and twenty vehicles. Such active participation in operations set an excellent example for all the fighter pilots at Peshawar. Wg Cdr Muhammad Ghulam Tawab is, therefore, awarded SJ."

Career till Retirement: After the war, Tawab was given the prestigious command of No 14 Sqn in Jun 1967. Under his able command of two years, the Sqn won many laurels, which included winning the Flight Safety Trophy consecutively for two years. During this period, he was sent to USSR along with a Flt Engineer and a Signals officer to evaluate MiG-21 and SU-7 aircraft for PAF. In recognition of his brilliant performance as Sqn Cdr, he was awarded with SBt. Later, Tawab was given command of No 32 Fighter Wing, which he completed with distinction. After graduating from the PAF Staff College, Tawab held key appointments at Air Headquarters including Director of Projects and Director of Flight Safety. After the completion of command, he was promoted to the rank of Gp Capt in 1969 and became ACAS (Training) at AHQ. He left PAF in Dec 1971.

Family Details: Tawab met and married Henrietta in 1957, while he was posted as a NATO instructor pilot at the USAF run T-33 (T-Bird) Jet Transition School at Furstenfledbruck, Air Base near Munich in Germany. Henrietta embraced Islam, became a Pakistani citizen, lived in bamboo huts with Tawab's parents in Sylhet, and encouraged Tawab to devote himself to his profession and serve Pakistan to the best of his ability. Tawab had a daughter and two sons. The eldest Mahmood Aslam was born in 1965, daughter Mariam born in 1967 and youngest Zaid in 1970. All his children are presently settled in Europe.

End of a the Hero: Gp Capt Ghulam Tawab died in Munich on Feb 23, 1999. The great fighter pilot was given the hero's farewell and was buried with full military honours at Munich, Germany.

Muhammad Ghulam Tawab a fighter ace of PAF had a charismatic personality, and was greatly admired for his qualities of head and heart. Tawab's integrity, devotion to duty, hard work, and loyalty endeared him to his superiors and subordinates. It is for this reason that he will be remembered with affection and respect long after his departure.

Gp Capt Masood Sikandar, SJ



Name:	Masood Ahmad Sikandar
Pak No:	1198
Father's Name:	Hafiz Hasan
Date of Birth:	1 Dec 1931
Place of Birth	New Delhi, India
GD(P) Course:	9 GD (P)
Date of Commission:	15 Sep 1951
Date of Retirement:	15 Feb 1974
Gallantry Award:	SJ

Early Life/Career: Born in a noble family of Delhi, Masood Sikandar moved to Karachi along with his parents at the time of partition. He did FSc from DJ Science College, Karachi and joined RPAF College, Risalpur on 22 Feb 1950. After successful completion of flying training at Risalpur, Sikandar earned his wings on 15 Sep 1951. Owing to extraordinary performance in Jet Conversion Course at Mauripur, young Sikandar got his first posting in the elite No 9 Sqn. After having spent a year, he was selected for Advanced Jet Transition Course in Germany in 1957. On his return, he was picked up for the prestigious Flying Instructors' Course at Risalpur. On completion of the course, he served the RPAF College as instructor and trained a large number of potential fighter pilots of PAF. After having short stints at No 8 and 9 Sqns, he was honoured with the prestigious command of No 11 Sqn in Sep 1959. After commanding the resolute fighter pilots of No 11 Sqn for two years, he became instructor at the Fighter Leaders' School (FLS). His dream came true on 1 Jan 1962 when he became OC of the elite FLS at Mauripur.

War Experience: In Apr 1965, India set out to occupy the desolate mud flats and salt wastes of the remote Rann of Kutch areas. In the past, there had been reports of oil prospects in the region, which lured India into launching this misadventure. In the light of the armed flare up in the area, the PAF swiftly prepared to react immediately, if the IAF was committed to operations. The alert directly concerned two Bases- Mauripur to cover the Rann of Kutch emergency in the south and Sargodha to keep an eye on the IAF line up at Pathankot, Halwara and Adampur in the north. It was in this backdrop, that Wg Cdr Masood Sikandar was commanding No 32 Flying Wing at Mauripur. From 15 Apr 1965, all operational aircraft at

Mauripur were ordered to operate from wartime dispersals in combat readiness, and their operation rooms started to function round the clock. During these testing times, he not only prepared the young fighter pilots of his wing for the War but also led them from the front by actively participating in the operational missions.

From 17 Apr 1965, operation 'Desert Hawk' was launched and his wing was tasked to fly regular CAP (Combat Air Patrol) missions, carry out reconnaissance from outside the Kutch area, and fly at least 6 simulated close support missions daily with 8 division of Pak Army in order to streamline air-army operation procedures. On 24 Jun 1965, one of his fighter pilots had the opportunity to force down an IAF Ouragan aircraft fighter, which was on an armed recce mission near Badin. Flt Lt Rana Lal Chand, the IAF, pilot was captured and taken as POW.

With the advent of all-out war, he along with his wing moved to Sargodha to participate in the operational missions. During the War, his wing drew maximum fire from the enemy but its personnel remained undeterred. The wing under his brave leadership carried out 325 operational sorties with negligible losses.



Flt Cdt Masood (2nd from left-last row) along with his course mates at PAF Risalpur

Brief Description of Gallantry: Wg Cdr Sikandar being the key appointment holder of the Base was not required to fly and participate in the operational missions, but his conscience did not let him stay on ground for long. While flying a close support mission for Pak Army, he led the formation of 4 Sabres and struck the advancing Indian Armour. While delivering the lethal blow to the scores of tanks and armoured vehicles, his aircraft was damaged by enemy ack-ack fire. Sikandar also received serious wounds during the action but he remained calm and managed to return home with severely damaged aircraft.

Citation of Gallantry Award: "Wg Cdr Masood Ahmed Sikandar, in his capacity as Wg Ldr, proved to be an excellent operational commander. He flew with zeal and enthusiasm and completed seventeen close support sorties and three air

defence missions during these operations. Whilst attacking enemy armour, he was wounded when his aircraft was hit by ground fire. For his valour, courage and excellent leadership, Wg Cdr Masood Ahmed Sikandar is awarded SJ"



Wg Cdr Masood Sikandar (standing 3rd from left) along with a group of fighter pilots at Sargodha during 1965 war



Wg Cdr Sikandar, OC Flg Wg PAF Station Mauripur, (sitting in centre), along with pilots at Mauripur



Wg Cdr Masood Sikandar (standing 5th from right) during 1965 war at Sargodha

Career till Retirement: After 1965 War, Masood Sikandar remained on various key command and staff appointments that included Command of FLS (Fighter Leaders' School), Deputy Director Operations at AHQ, Deputy Commandant, PAF Academy Risalpur, Staff Operations Officer at Peshawar, OC Flying Wing, Sargodha and Base Commander PAF, Malir. During 23 years of service, Masood flew over 3800 hours on nearly twenty different types of aircraft on the inventory of PAF. After spending one year on deputation to Iraq, Gp Capt Masood Sikandar went on retirement on 17 Feb 1974.

Family Details: Sikandar married Farida Yasmeen and the couple was blessed with two children. His daughters Farial and Saira Bano are married and settled in USA. Gp Capt Sikandar is presently leading a retired life in USA.

Gp Capt Sikandar Mahmood, SJ



Name:	Sikandar Mahmood Khan
Pak No:	3747
Father's Name:	Muhammad Ahmed Khan
Date of Birth:	25 Nov 1934
Place of Birth:	Bhopal
GD(P) Course:	23 GD (P)
Date of Commission:	11 Jan 1957
Date of Retirement:	11 Jan 1982
Date of Demise:	16 Mar 1986
Gallantry Award:	SJ

Early Life/Career: Bhopal born Sikandar was the son of an honourable Judge, Mr Ahmed Khan, who later became the Chief Justice of Bhopal. With the partition of sub-continent in 1947, young Sikandar moved to Pakistan. After successful completion of training at Risalpur, Sikandar earned his wings in Jan 1957.

Brief Description of Gallantry: During the 1965 War, Sikandar was serving at No 7 Sqn. On the night of 16 Sep 1965, Sikandar was member of two-ship bomber formation ordered to attack Halwara airfield with an interval of 15 minutes. As the target was located deep inside enemy territory, conservation of fuel was the biggest concern. The crew decided to follow Hi-Lo-Hi profile for the mission. The formation took off from Mauripur at midnight with a stagger of 15 minutes with a TOT of half past mid night. The crew decided to stay in the Pakistani territory at high altitude, thus saving fuel for a final low-level attack to Halwara on entering the enemy territory. The Indian radar would see the formation flying along the border but would not know about the intended destination. The crew considered it to be the best strategy as it was not possible to fly low level, all the way from Karachi to Halwara, located south of Amritsar. Flying at high altitude, crew maintained complete radio silence and took final clearance from Badin radar to enter the hostile territory. The crew had selected Montgomery (Sahiwal) as the descend point and entry into Indian airspace. On reaching Montgomery, the aircraft turned right and descended to low level to avoid radar detection. Buzzing





Sqn Ldr Sikandar (sitting 3rd from left) along with the air crew of bomber wing at Mauripur



Sqn Ldr Sikandar (standing 3rd from right) alongside comrades of 1965 war



Flg Off Sikandar (1st from right) along with the fighter pilots of PAF Sargodha

at deck level, the giant bomber continued its advance towards the target. Soon the silhouettes of installations at the enemy Base, one of the biggest in northern India, started to grow bigger and the crew prepared for the final assault. Short of target Sikandar climbed to 8000 feet and released four 1000 lbs of bomb load in a shallow dive, as it was an area bombing mission. The moment the bombs struck the airfield, the enemy guns opened up, the sky was lit with tracers, and shell bursts. Undaunted Sikandar yanked the controls and dived steeply for the second bombing run. Shells burst all round and streams of bullets whizzed past but he flew on, nose down, into the devastating deadly focus of fire. Offloading bombs with razor sharp accuracy, Sikandar dived to tree top level and exited the target at high speed. The mission was accomplished. The moment they entered back into Pakistan, the crew realised that their fuel situation was critical. They immediately requested Sakesar radar to climb to higher levels to conserve on fuel. Flying back to Mauripur was out of question, hence they diverted to Peshawar instead. Soon, radar informed them that the IAF bombers were heading towards Peshawar for bombing run. It advised them to stay clear of the area and plan to land at Risalpur. The landing at Risalpur became a tricky one as the runway lights were switched off, keeping in view the danger of incoming Canberra raid.

Later in the War, Sikandar flew a large number of bombing missions against enemy airfields at Ambala, Halwara, Adampurk, Pathan Kot, Jamnagar, and Jodhpur. Each one of his attacks was delivered with great accuracy causing maximum damage to the enemy. He always volunteered to undertake any mission that was available and the results produced were always exceptional.

Citation of Gallantry Award: "Flt Lt Sikandar Mahmood Khan has flown 15 bomber missions during the Indo-Pakistan War. He undertook some of the most hazardous missions and completed every one of them successfully causing maximum damage to the enemy in complete disregard to his own safety. On many occasions, he was chased by enemy fighters and in spite of warnings by own radar controllers, he pressed home his attack and completed the mission most successfully. By this performance, he has shown great courage and determination, and his coolness under such difficult circumstances has been of the highest order. For his courage and gallant performance, Flt Lt Sikandar Mahmood Khan is awarded SJ."

Career till Retirement: After the War, Sikandar remained on various command and staff appointments, which included OC No 11 Sqn, deputy director tactical operations at AHQ, deputy director plans and Director Counter Intelligence (Ops) at AHQ. His eventful career with PAF ended in 1982.

Gp Capt Iftikhar Ghori, SJ



Name:	Iftikhar Ahmed Khan Ghori
Pak No:	3790
Father's Name:	Aziz Ahmed Khan Ghori
Date of Birth:	29 Dec 1934
Place of Birth:	Cambelpur (now Attock)
GD(P) Course:	24 GDP
Date of Commission:	29 Jun 1957
Date of Retirement	6 Jul 1983
Place of Demise/Burial:	30 Jun 2007/PAF graveyard Chaklala
Gallantry Award:	SJ

EarlyLife/Career: After completing his primary education, Iftikhar joined RPAF College Risalpur in 1956. Two years of training at Risalpur saw him mature into a fine young aviator. He became an operational navigator of PAF in 1957 and joined No 6 Sqn as his first posting unit. He flew Bristol Freighter transport aircraft and later converted on the newly inducted Hercules. As a young navigator, he participated in all sort of daring missions in his initial career, which included the ever-demanding para drop missions in the narrow valleys of northern areas, long haul missions to Dacca and low-level tactical practice missions. As the PAF inducted the fleet of B-57 bombers, Ghori was among the first to convert on the new aircraft. Completing his training, he joined the PAF's first bomber wing at Mauripur.

Participation in the 1965 War: In early 1965, political tensions between India and Pakistan started to escalate over the disputed Kashmir and the Rann of Kutch issue. At these very crucial times when the War was imminent, Ghori was serving at No 7 Bomber Sqn at Mauripur. The preparations started under the resilient command of Sqn Ldr Rais Rafi, the squadron commander. Ghori was among the daring young navigators who had volunteered to participate in all kinds of war missions. Ghori along with other members of the squadron started to study the enemy locations, defences employed at the target air bases, route, fuel planning and other small details. They practiced the dive bombing procedures at Somiani range with precision. Night after night, they flew at Somiani before the start of war rehearsed their mission with perfection. As the war broke out on 6 Sep, they were all ready to launch into action at once.



At PAF Base Mauripur (Standing centre)



Standing (3rd from left) with a Atlantic crew at the Faisal Base

Brief description of Gallantry: On the evening of 7 Sep 1965 Ghori reported to the Wing Operations Room, the strike missions had already arrived from The Command Operations Centre (COC). Ghori was happy to find his name in one of the strike missions to Jodhpur. He and his pilot Sqn Ldr Rafi waited in the ops room. They checked their flight plans and carried out briefing on various aspects of the mission. The mission comprised a section of four B-57s to strike Jodhpur

with 15 minutes interval. After saying 'Khuda Hafiz' to ground crew they took off as the lead aircraft. Fifteen minutes behind each other, Sqn Ldr Ansari with Flt Lt Mazhar as his navigator from No 8 Sqn and Flt Lt Akbar with Flg Off Hassan as his navigator from No 7 Sqn, took off. As they took off INGLE Control radar at Badin, advised that there was no enemy activity on route. Before crossing into India, Ghori advised the pilot to descend to 500 ft AGL to avoid the enemy radar detection. It was a beautiful moonlit night. The visibility was good at low level and they could see the shadow of their aircraft on the ground. At the target at 0300 hrs they pulled up to 8000 ft, took a 360 degree turn located the target and dropped 8x1000 lb bombs on the runway in the first run. As the bombs exploded on the runway the enemy ack ack opened up, creating a barrage of fire over their aircraft. Criss-crossing the shells, the resilient crew pulled up for the second attack and delivered their lethal cargo with precision. They carried out three dive bombing attacks despite heavy ack ack fire. After exit, the aircraft descended to low level and headed home. As Jodhpur was located at the farthest edge of B-57 High Low High profile, Ghori was meticulously calculating the return fuel.

On return, he advised the pilot to fly low level up to the border and climbed to 10,000 ft upon entering Pak airspace under INGLE cover. It was about 4 am when the courageous duo neared Mauripur. Karachi was covered with low clouds and the city and Mauripur were observing total blackout. As they passed over Mauripur at about 6000 ft, heading towards the sea to descend under the surveillance of Karachi radar, Pakistani Navy ack ack guns fired at them. They misinterpreted them as the enemy Canberra. Ghori asked Rais to pull back and open full power to get out of this hell. The pilot was so engrossed in avoiding the ack ack fire that he forgot to monitor the speed until the time Ghauri, shouted, "Speed –speed". He quickly looked at the air speed indicator, which was almost touching 100 nautical miles and the aircraft was in 60 degree nose up position. Rais was probably, spatially disoriented. However, he concentrated on instruments and recovered the aircraft from near mishap. Later they approached overhead Mauripur, made a tight turn and pitched out and made a safe landing.

Citation of Gallantry Award: "Flt Lt Iftikhar Ahmad Khan Ghori in the Indo-Pakistan War flew 13 operational missions to Pathankot, Adampur, Halwara, Jodhpur and Jamnagar. The officer displayed great courage and determination in reaching his targets in spite of very heavy odds and against tough enemy opposition. His accurate and aggressive mission planning has contributed significantly towards the success of our bomber raids against the enemy airfields. In all these missions, he displayed great courage, determination and complete devotion to duty. In spite of his serious stomach ailment, the officer remained fit throughout the period of operations and voluntarily offered his services for every mission much beyond the call of duty. For his outstanding devotion to duty, courage and valour, Flt Lt Iftikhar Ahmad Khan Ghori is awarded SJ

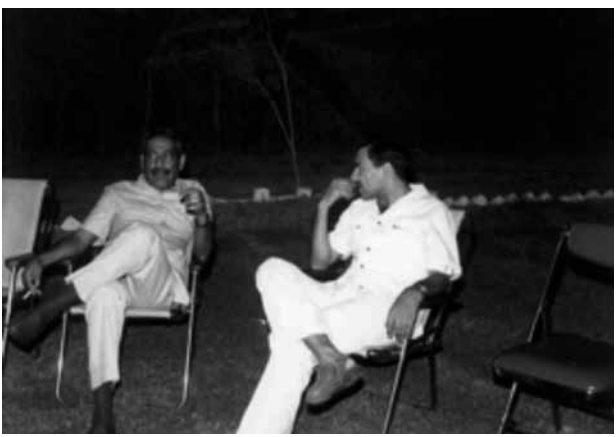
Unique Honour for Ghori: During the Islamic Conference convened by President of Pakistan, Zulfiqar Ali Bhutto, in 1974, Wg Cdr IAK Ghori was deputed as the Staff Officer to King Faisal Bin Abdul Aziz. At the end of the Conference, King recognised his services and presented him a wrist watch.



Walking towards the Summit venue behind King Faisal in ceremonial Uniform



Wrist watch presented by King Faisal Bin Abdul Aziz to Gp Capt IAK Ghori



Gp Capt Ghori with the Col Azam Qadri (author) at Multan 1990



Gp Capt Ghori with his children and grand children

Family Details: Gp Capt Ghori married Mrs Rukhsana Ghori and they were blessed with four children: two sons and as many daughters. His eldest son Waqar Ahmed Ghori was born on 5 Jun 1962 and is a doctor by profession and younger son, Waqas Ahmed Ghori was born on 8 Aug 1963 is a retired Lt Col. Their daughter Ayesha Javed was born on 28 Jan 1965 and is married to Lt Col Javed Iqbal. The youngest, Asifa Khurram was born on 27 Jun 1974 is a housewife.

His Demise and burial: Gp Capt Ghori passed away on 30 Jun 2007 and was later buried with full military honours at the PAF Graveyard at Chaklala, where he spent a good part of his life during his service.



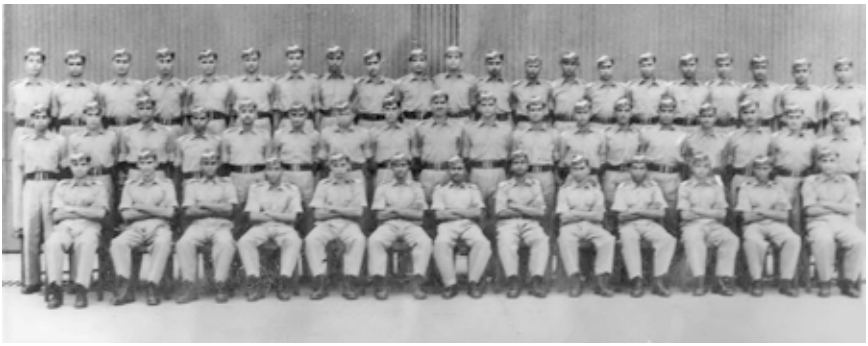
Gp Capt Cecil Chaudhry, SJ, SBt



Name:	Cecil Chaudhry
Pak No:	4055
Father's Name:	Fanstain Elmer Chaudhry
Date of Birth:	27 Aug 1941
Place of Birth:	Dalwal
GD(P) Course:	23 GD (P)
Date of Commission:	26 Jun 1960
Date of Retirement:	2 Jul 1986
Date of Demise/Burial:	13 April 2012/Christian Cemetery Lahore
Gallantry Award:	SJ

Early Life/Career: Cecil Chaudhry was born on 27 Aug 1941 to the only Christian (Roman Catholic) family of the village Dalwal, located in the Salt Range. His father, Elmer Chaudhry, hailing from East Punjab and then based in Lahore, was chief photographer with The Times, Lahore. He was also a professor of physics and mathematics at St Anthony's High School. Cecil Chaudhry was schooled at St Anthony's before pursuing higher studies at the Forman Christian College, Lahore where he received his B.S. in physics. Cecil always wanted to be a pilot. To satiate his passion, he became an Air Scout and earned his glider pilot's wings in 1956. He was admitted into the Pakistan Air Force Academy on 12 Mar 1958. Two years of exciting training at Risalpur saw him excel in all facets of training. Cecil earned his wings in Jun 1960 and later joined No 2 Sqn for Fighter Conversion Course at Mauripur. Cecil was lucky to get his first posting in No 5 Sqn, where the Sarfraz Rafiqui was his Squadron Commander. Under the able guidance of the dashing Squadron Commander, Cecil soon matured into a promising young fighter pilot. Cecil served at No 5 Sqn for five years at a stretch and also fought the 1965 War from the same unit.

Participation in the 1965 War: As the War became imminent in Aug 1965, No 5 Sqn under the prolific command of Rafiqui prepared well to face the impending eventuality. Cecil, along with other resilient fighter pilots of the squadron, jumped into operational preparedness and flew extensively. They knew when the war broke out, they would be among the first to get into action. As the D day finally approached, he started with air defence and close support missions almost on the



Flt Cdt Cecil Chaudhry (standing 2nd from left-1st row) along with his course mates at PAF Academy Risalpur

daily basis. He participated in numerous close support missions at Chamb, Wagah and Sialkot sectors as well. Perhaps his first daredevil mission came on 6 Sep, when he along with Squadron Commander and Flt Lt Yunus were tasked to strike Halwara at dusk.

Brief Description of Gallantry: Cecil Chaudhry was the member of the courageous formation that was tasked under the command of Sqn Ldr Rafiqui to strike Halwara on 6 Sep. As the formation reached the target, it was intercepted by enemy Hunter aircraft. The details of ensuing air combat that lasted for minutes were comprehensively re-constructed by Cecil Chaudhry, after the War. He, in his description of the ensuing battle relates; "When I spotted the first two Hunters I heard Yunus say, 'Leader, let us go for them. No. 2 (myself) was far behind. You take the first and I should go for the other,"

"I closed in behind the leader to cover his tail and said 'Alpha, go ahead, your tail is clear."

Rafiqui, in the meantime, had manoeuvred his Sabre close behind his target. He pressed the gun-button and a stream of armour-piercing and incendiary bullets slammed into the fuselage and engine of the enemy, Point-blank range! They relentlessly raked the Hunter and suddenly the darkening Indian sky was lit with a crimson flash as the enemy aircraft exploded before it plunged into the haze below. The sight was so awesome that, for an instant, I felt a chill in my spine. However, the grim battle continued. I looked to the right and about a hundred yards away Yunus was absorbed in the chase of an enemy fighter.

By the time Rafiqui settled score with Hunter, Cecil saw another pair of Hunters joining the thick of the battle. Cecil informed the leader about the incoming attackers, who relpied :

'Boy, just keep my tail clear; we'll sort them out,"

"By then we had already edged into a good position behind two of the Hunters. As one of the Hunters came within range, Rafiqui pressed his firing button", The guns remained silent; he pressed the button again but to no effect. The guns had jammed. A very unenviable position to be in the thick of a dog-fight over enemy territory! Having been unarmed thus, what should he do? He would

be justified in leaving the battle and making for home but his martial spirit forbade him to do so. It was a grim decision: a decision which only the fearless are capable of making.

"My guns have jammed, Chaudhry. Take over the lead. I'll cover you," called out Rafiqui on the radio-telephone and pulled sharply to one side to let Chaudhry get ahead.

Chaudhry soon manoeuvred behind one of the Hunters. The Hunters fought desperately but soon Chaudhry was on them. "As it came within range," says Chaudhry, "a telling burst of my six guns touched off a fest-billowing smoke from its left wing and I saw a parachute blossoming down below as the pilot bailed out,"

Meanwhile, Rafiqui, like a seasoned leader, flew on the defence covering Chaudhry and Yunus while they were blasting the enemy. Suddenly from nowhere two more Hunters pounced upon Chaudhry from above. He jinxed and they overshot. In a sudden reaction, Chaudhry, who had now lost sight of his gallant leader, broke sharply into the first Hunter. Now he was flying hardly at a height of 200 feet above the ground. Closing in, he opened fire riddling the fuselage of the enemy aircraft. To avoid hitting the ground Chaudhry pulled up sharply but not before he saw the enemy exploding in the air. The other had disappeared.

"I had a feeling that while coming in for me the other Hunter went very low and hit the ground," Flt Lt Chaudhry recollected. Free for a while, he called out to contact Rafiqui. There was no response. Scanning the sky around, he saw a grim dogfight between a Hunter and a Sabre. A moment later came a flash with ribs and bones of the Hunter speeding towards the earth. It was Yunus this time who had scored the kill. There was no trace of Sqn Ldr Rafiqui. Chaudhry asked Yunus if he had a contact with Rafiqui.



Leading the group of fighter pilots at Sargodha

"Negative, but let us leave now", replied Yunus.

They had gone a few seconds when Chaudhry heard a thud; he looked back and saw two Hunters levelling off behind. May be they had shot down Rafiqui. That gallant hero, though unarmed, had refused to quit the battle and supported his wing men so that they could continue the fight. This called for a quality of courage and dedication on the part of Rafiqui equal to the best in the history of air combat.



BBC correspondent interviewing Cecil Chaudhry during 1971 war



Flt Lt Cecil (left) along with team of Pilots that destroyed Amritsar Radar during 1965 war

Stung by the loss of their leader, Chaudhry and Yunus made a tight turn and furiously broke into the two Hunters. With Yunus covering the 'tail', Chaudhry manoeuvred to get behind the second Hunter; and as the enemy came within range, he was about to press the trigger when he heard a thud. He looked back and saw Yunus' aircraft explode in the air. He did not see him bailing out. Flt Lt Yunus was also gone.

With Rafiqui and Yunus gone, Flt Lt Cecil Chaudhry was left alone. However on checking the aircraft instruments, he realised that he was running low on fuel and ammunition and it was sheer madness to continue the fight. Giving up the combat, Chaudhry banked for home with four enemy fighters after his blood. He flew very low at high speed. Seconds after the lone fighter crossed the Beas River and the enemy discontinued the chase. Flt Lt Cecil Chaudhry landed safely at his Base, with his heart filled with great sorrow.



Citation of Gallantry Award: "On 6 Sep 1965, Flt Lt Cecil Chaudhry was No. 2 in a flight of 3 F-86 aircraft led by Sqn Ldr Rafiqui. Their target was Halwara airfield of the Indian Air Force. This formation of 3 F-86s was intercepted by 10 Hunter aircraft of the Indian Air Force. During the engagement, the leader's guns stopped firing and he handed over the lead to Flight Lieutenant Cecil Chaudhry, who very ably and aggressively continued the fight against heavy odds. About 60 miles inside enemy territory, he destroyed two enemies Hunter aircraft with his gun attack. His courage and professional ability

in such adverse circumstances was outstanding and he successfully managed to return to Base after having lost contact with other members of the formation. On 15 Sep 1965, in spite of insufficient information from Ground Radar, Flt Lt Cecil Chaudhry pursued his attack aggressively on enemy bombers and chased them 150 miles from his Base. During the engagement, he destroyed one enemy Canberra bomber. The services rendered by him were beyond the call of normal duty and contributed a significant share towards Pakistan Air Force, achieving air superiority. For these acts of courage, dedication and professional ability, Flt Lt Cecil Chaudhry is awarded SJ."

This was not all. Later, in the War Cecil flew extensively and participated in numerous close support missions. He was the member of famous four-ship formation, which played a key role in the destruction of Amritsar radar.

Participation in the 1971 War: After the War, Cecil became the flight commander of No 5 Sqn, the unit which he had served since long. After a short stint, he moved to No 18 Sqn, where after spending a few months, he became the Flt Cdr. He did his FLS during same tenure and then joined No 16 Sqn as an instructor pilot. It was from here he again saw action during 1971 War and did remarkable deeds. During one of the strike missions during the War, in which Sajad Haider was the leader, Cecil's aircraft got a bird hit while flying at deck level. He immediately ejected and landed safely in Pakistani territory. He was later picked up by PAF rescue helicopter and was sent to his home Base at Sargodha. Refusing to take rest and medical treatment, he was up in the action the next day. Such was the resolve of this gallant hero of PAF.

Career until Retirement: After the War Cecil remained on various key staff and command appointments including Command of No 9 Sqn, Deputy Director Operations at AHQ, Officer Commanding CCS, and Directing Staff Air War College. He also remained on deputation in Iraq from 1979 to 1983. His long and illustrious career ended in Jun 1986 when he was serving at the Shaheen Foundation as Project Manager.



Days of War (1965)-Flt Lt Cecil (1st from right), Air Mshl Nur Khan(in centre) along with pilots of PAF Base Sargodha

Career after Retirement: Cecil Chaudhry became an educationist after leaving the air force and was affiliated with the Punjab Education Foundation. He served as Principal of St. Anthony's College, Lahore for many years, before becoming principal of Saint Mary's Academy, Lalazar, Rawalpindi. He retired from this post in Jul 2011.



Chaudhry remained an influential, independent human rights activist, working for the betterment of children with disabilities and for educational reform. He advised and worked closely with the late Shahbaz Bhatti from the early 1990s onwards and was the Executive Secretary of the All Pakistan Minorities Alliance(APMA) since its inception. He was also affiliated with the National Commission for Justice and Peace and was instrumental in leading the fourteen-year campaign that led to the restoration of Pakistan's Joint Electorate System in 2002.

Family Details: Cecil married Iris Chaudhry in 1965. The couple was blessed with three daughters and a son – Michelle Chaudhry his eldest daughter is married and is presently engaged in public service. Carol Haye is married and settled in Lahore. Merlyn Khan is married and settled in USA and his son Cecil Chaudhry Junior is Executive Director of National Committee for Peace and Justice.

The Sad Demise: Cecil Chaudhry died at the age of 70 in Lahore on 13 Apr 2012 after a long battle with lung cancer. In Aug 2013, President Asif Ali Zardari approved the conferment of the President's Pride of Performance Award, posthumously, upon Cecil Chaudhry.



The saga of his epic adventures and deeds ended in 2012; however, he has left behind a legacy difficult to emulate by the generations of fighter pilots yet to be born. The hero was given a befitting farewell at his service funeral held at Lawrence Road's Sacred Heart Cathedral, Lahore. Later, he was buried with full military honours at the Jail Road's Christian cemetery.



Journey to final abode

Wg Cdr Yousuf Ali Khan, SJ



Name:	Yousuf Ali Khan
Pak No:	3708
Father's Name:	Ghulam Hussain
Date of Birth:	1 Jun 1934
Place of Birth:	Hyderabad, Deccan
GD(P) Course:	22 GD (P)
Date of Commission:	11 Dec 1955
Date of Retirement:	15 Oct 1976
Gallantry Awards:	SJ

Early Life/Career: Hyderabad Deccan born Yousuf received early education at Hyderabad. His family migrated to Pakistan in 1950, and got enamoured of Air Force when he witnessed an air display the same year. He joined RPAF College Risalpur in 1953 and earned the coveted flying wing in 1955. Yousuf was known in the Air Force for his exceptional flying skills and razor sharp intelligence. He was the proud member of 'Sabres 9' PAF official aerobatic team formed in 1964. Wg Cdr Anwar Shamim (who later became CAS) was the leader of this fabulous aerobatic team.

Brief Description of Gallantry: Flt Lt Yousuf Ali Khan was on a routine patrol mission on a bright and sunny Sep morning along with his No 2 Flg Off Khaliq in two-ship Sabre formation. Circling at 25000 feet, they were safeguarding the aerial boundaries over Chamb sector where the two rival armies were fighting to gain control. Suddenly No 2's voice broke the radio silence and informed the leader about four bogies closing in from east. Yousuf immediately looked towards east and picked up a gaggle of dots diving towards him. As the dots grew bigger, Yousuf realized that they were four enemy Gnats. He asked his No 2 to jettison his drop tanks and get ready for the fight. Yousuf also pressed the button and felt a mild jerk as the drop tanks went down hurling through the empty space below. He banked sharply and pulled up to get behind the tail of the rear-most enemy aircraft. The moment he was about to go for a kill, Khaliq called out on radio that his drop tanks were not going. His No 2 was now at a serious disadvantage, as he could not manoeuvre fast with drop tanks stuck with the aircraft. Yousuf asked him to remain calm and just stick around with him. However, with less speed



Flt Cdt Yousuf (sitting 3rd from right) along with his course mates at PAF Risalpur (1953)

Khaliq was unable to keep up with the leader. Yousuf was left all alone to fight against four enemy aircraft. He manoeuvred fast to get behind Gnat, which cut in sharply many a time to elude Yousuf and tried to get on his rear but the seasoned Pakistani pilot proved too much for him. Yousuf remained on his tail and slowly the enemy aircraft started to grow bigger and bigger in his gun sight. It was at point blank range. He pressed the trigger spattering the enemy with bullets when suddenly his Sabre shuddered. He heard thuds of landing bullets into his aircraft. He turned his head and saw two more enemy aircraft closing fast on him, with leader's guns blazing away at him. He yanked back on control stick and broke hard into the enemy. The turn was violent and he felt the G's force slam him into the seat. The enemy Gnat overshot and Yousuf got behind his tail. For a moment, he looked into the rear-view mirror and was horrified to see that his left elevator was completely shattered. He kept calm and decided to carry on with the fight. Firing occasional bursts the enemy aircraft tried all tricks to corner the crippled Sabre but Yousuf the hardened fighter eluded them. Soon enemy realised that they were dealing with one hell of a tough guy, they decided to breakup, abandoned the fight and flew east. The determined Yousuf decided to give them a chase; pressed the throttle and dived after them but found to his chagrin, his aircraft vibrating and not responding to his controls. Reluctantly he abandoned the chase and headed home.

On his way, back his hydraulic pressure went to zero. He checked his brakes to test its effectiveness but it was useless. He tried to call home Base about the emergency but soon realised that his radio had also packed up. The crippled aircraft reached close to the home base and as he lowered his gears, he realised that left one was damaged. He tried the emergency method but failed. Being low on fuel, he descended down slowly and came for the landing approach. The aircraft landed on the runway with a thud, rolled steadily and came to a stop at the barrier. The miracle had happened. The ground crew and other pilots who saw the



Flt Lt Yusuf's crippled aircraft after the historical mission during 1965



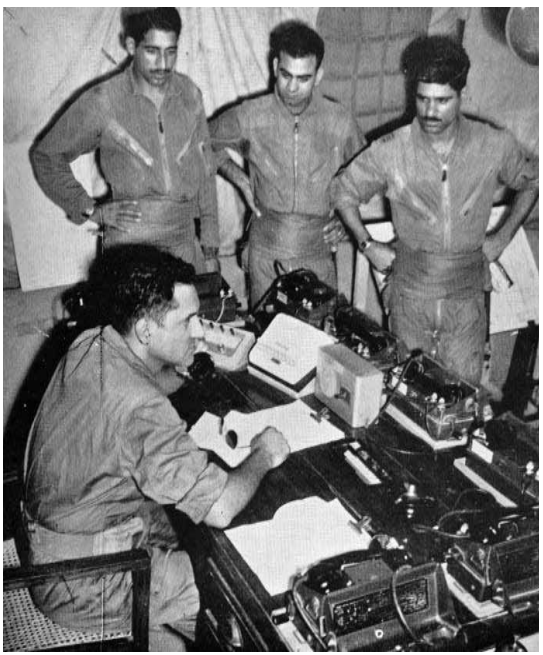
Flt Lt Yusuf (2nd from right) talking to BBC correspondent during 1965 war

crippled aircraft were amazed. None could think of any reason why this aircraft had remained airborne. By all laws of aerodynamics, it should have gone down the moment its elevator was shot off. It was true example of faith and determination on wings. Yusuf's skills had saved a valuable PAF aircraft.

He did not stop there and was in the middle of action once again on 13 Sep; that too in same Sabre, which was recovered in a day by the resilient ground crew.



Flt Lt Yusuf (centre) alongside two war veternas Flt Lt Hatmi and Flt Lt Imtiaz Bhatti after 1965 War at Sargodha



Gp Capt Zafar Masud, Station Commander, Sargodha, briefing a group of fighter pilots. Flt Lt Yousuf Ali Khan (standing first from right)

In an offensive fighter sweep near Amritsar, Yousuf was leading a four-ship Sabre formation. Suddenly four Gnats appeared from east to intercept him. Immediately, he jettisoned his drop tanks and got behind one of the lagging Gnats. The enemy pilot twisted and turned violently to shake him off but failed to match the skills of veteran Pakistani. Yousuf closed in and gave a two second burst from his six lethal machine guns, which registered direct hit on the Gnat. It exploded in air and went down vertically to the ground below to its doom. Yousuf has also the distinction of being one of the first fighter pilots of PAF to open his account against Indian armour advancing in Chamb-Jaurian sector when he led a strike mission in that area on the morning of 2 Sep. His formation carried out five attacks and destroyed 40 Indian tanks and scores of vehicles with rockets. Their lethal attack thus blunted the Indian armour from attacking Sialkot.

Citation of Gallantry Award: "While leading the fighter formation of two aircraft over Chamb Sector, Flt Lt Yousaf Ali Khan was attacked by 4 Hunters. During the engagement, when he had got behind the enemy, two more Gnats attacked him. His left elevator was shot away but he continued fighting them till the enemy aircraft broke off. He showed great courage and determination in engaging overwhelming odds and bringing home the damaged aircraft. On 13 Sep 1965, he shot down another Gnat. For his consistent determination, courage and aggressiveness, the officer is awarded SJ."



Family Details: Yousuf married Fehmida Perveen on 21 May 1960 at Lahore. They are blessed with three children. Mansoor Ali Khan, Farras Ali Khan and the youngest Saqib Ali Khan. The veteran is presently settled in Lahore.

Wg Cdr Manzoor Hashmi, SJ



Name:	Syed Manzoor ul Hassan Hashmi
Pak No:	3755
Father's Name:	Syed Abdul Latif Shah
Date of Birth:	31 Mar 1936
Place of Birth:	Raiya Chak Maddu Jhelum
GD(P) Course:	23 GD (P)
Date of Commission:	11 Jan 1957
Date of Retirement:	15 Feb 1974
Date of Demise/Burial:	20 Dec 2000 / Jhelum
Gallantry Award:	SJ

Early Life/Career: Jhelum born, Syed Manzoor ul Hassan Hashmi was the son of a noble school teacher Syed Abdul Latif Shah. Tall, lean Hashmi was studious in approach and brilliant in studies since early days. He completed his early education from Islamia High School Jhelum, securing first position in the entire division. He later attended Govt College Lahore for higher qualification. At the College he was the enthusiastic member of University Air Squadron and as a fledgling eaglet did his first solo at a remarkably young age. Promising Hashmi then joined Royal Pakistan Air force College Risalpur in Oct 1954 with a dream to serve the country as a fighter pilot. At RPAF College, Hashmi proved his mettle in flying and exhibited great promise in curricular and co-curricular activities. He was a great athlete, an outstanding hockey player and flawless orator. His outstanding performance during training paid dividends on the graduation day as he won the coveted Sword of Honour in 23 GD (P) Course. For Hashmi, this was only the beginning of new and challenging career that lay ahead. After completing his fighter training at Mauripur he joined the elite No 15 Sqn, equipped with state-of-the-art Sabres. Dedicated and sincere hard work at the squadron earned him an enviable reputation among his peers. He mastered the art of air combat in no time and produced exceptional results in gunnery. After attaining laurels in No 15 Sqn, prestigious No 11 squadron became his next stop. He excelled here too and soon became the prominent figure of the Sqn. Later he joined No 9 Sqn at Sargodha and joined the elite fighter club with the likes of Butch Ahmed and Muniruddin.



Flt Cdt Hashmi (3rd from left-1st row) along with his course mates at PAF Risalpur (1954)

Participation in the 1965 War: With the clouds of war thickening in mid of Apr 1965, Flt Lt Hashmi was already getting ready to plunge into action under the legendary command of his resilient squadron commander Butch Ahmed. Based at Mauripur, the squadron provided air cover in the Rann of Kutch to Pak Army. Hashmi was among the proud pilots of the squadron who successfully carried out CAP missions during these skirmishes and thwarted the enemy in making any misadventure. With the outset of hostilities in Sep, he, along with the detachment of the Sqn moved to Sargodha for taking up new assignment in the War. The squadron was primarily tasked to carry out ground attack missions during the War. Hashmi, being the enthusiastic member of the unit, actively participated in these operations and earned recognition. Perhaps the most daring mission of the War for Hashmi came in the closing days of the War.

Brief description of Gallantry: On 21 September India launched one of its most desperate offensives in the Lahore sector in an attempt to restore its military reputation, which it had been lost after the false announcement of the fall of Lahore. With the break of the dawn, the Indian artillery and armour opened up with all its fury and fired their heavy guns over Lahore, in a vain attempt to gain some ground before the fighting was scheduled to stop.

Miles away from the battle area at Sargodha, Amanullah and Hashmi along with other squadron pilots were sitting in the ADA hut when a signal came for a close support mission to Pak Army in the Lahore sector. A few minutes later four Sabres roared out of the Base and piercing through the Sep haze dashed towards Lahore. As Hashmi and Amanullah reached the target area, they noticed that the sky and earth were mingled in a great dome of dust and smoke as the two armies grabbled with each other in the bizarre drama of death and blood. The PAF fighters flew low over the area but could not make out the position of friend and

foe as the bomb line and the surroundings were all one in dust. They made another pass when the Pakistani troops fired smoke signals to indicate approximate enemy gun positions.

Amanullah and Hashmi pushed the throttles and dived into the clouds of dust and smoke. Simultaneously, the enemy anti aircraft guns opened up. They passed Jallo and were now flying over Wagah at tree top level through a hail of shells and tracers. Suddenly Hashmi heard a thud. He looked at his right wing that had received a shell burst. Undeterred he pressed on. They searched and searched but could not find the Indian gun positions. As they banked to turn about, they saw under the trees, cleverly camouflaged heavy guns that were pounding Lahore since morning. The enemy had dug in pits under the trees to position their guns. As they circled over the area, they could see several pits scattered at various distances and the guns maintaining a continuous barrage of fire over Pakistani positions. The two fighters went in for another attack. Shells kept bursting all around but undeterred they pressed on. Hashmi's Sabre lurched; he got another hit. Amanullah's aircraft also shuddered as it received a shell burst. Now they had found the target and they were not ready to discontinue. As the silhouettes of enemy guns appeared on the pippers of their guns-sights, they pressed the triggers and it was hell down below. Streams of armour piercing rockets and incendiary bullets racked the enemy positions. One by one, the heavy guns started getting silent. Amnaullah knocked out 5 heavy guns, whereas Hashmi's 50 calibre APIs found the ammunition dump too tempting to be left and next moment, the whole emplacement blew up. They pulled up again and dived for yet another attack.

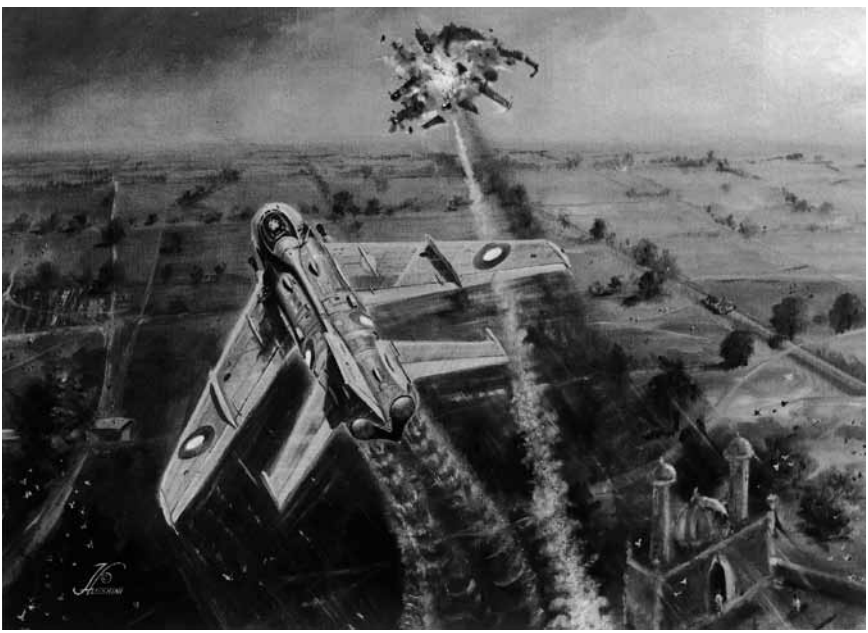


Flt Lt Hashmi (sitting 1st from left), Sqn Ldr Alauddin Ahmad, the Sqn Cdr (centre), along with fighter pilots of 18 sqn at Mauripur

They got some more hits but they continued with their attacks until their rocket pods and guns cachets were empty. After unleashing hell on the enemy, the four valiant fighters returned home satisfied. As they landed back, Hashmi found nine holes in his aircraft, while Amanaullah got four hits on his during the mission. In the evening, Major General Sarfraz Ahmed Khan, GOC Lahore sent a message of congratulations to the Base Commander for the "magnificent job you have done."

Citation of Gallantry Award: "Flt Lt Syed Manzoor ul Hassan Hashmi flew 20 strike and 2 Air Defence missions against the enemy. His strikes were directed against enemy concentrations on Jummu, Sialkot, Wagha-Kasur sectors. He led his mission in the most competent manner and achieved considerable success against heavily defended enemy areas. His own aircraft was hit on six occasions by Ack Ack and small arms fire but, undaunted, he pursued his attacks on the enemy. His formation achieved notable success on 21 Sep 1965 in which he destroyed many heavy guns of the enemy which were shelling Lahore and earned him deep appreciation from our Army's Area Commander. His cool, courageous and operational leadership in complete disregard to his own safety in the face of heavy enemy fire and devotion to duty are commendable. Flt Lt Syed Manzoor ul Hassan Hashmi is awarded SJ."

Career after the War: Hashmi went to RAF College Andover for a course and later did the Joint Service Staff College at Latimar. After acquiring precious qualifications abroad, Hashmi returned in 1969 and was selected for another



Sqn Ldr Hashmi downs a IAF jet near Faisalabad during 1971 War

distinguished assignment. He became ADC to the Governor of West Pakistan, Air Marshal Nur Khan and discharged his duties with utmost dedication for a year.

Aerial Heroics in the 1971 War: During the Indo-Pak War of 1971, the veteran Hashmi was commanding the prestigious No 23 Sqn, equipped with the newly inducted Chinese F-6 aircraft. As the hostilities broke out in early December, his squadron got deployed at Risalewala, a PAF Forward Operating Base near Faisalabad. He led the squadron from front and played an exemplary role for the young fighter pilots of his unit. During the War, his squadron flew a total of 307 sorties and destroyed two superior enemy combat aircraft, the venerable SU-7s;



As ADC to Air Mshl Nur Khan during a visit of a foreign dignitary to AHQ

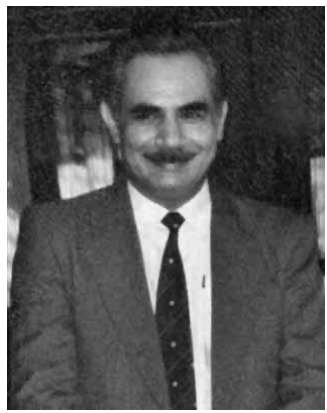


Flt Lt Hashmi (1st from left) in a group of F-104 pilots at Sargodha. Sqn Ldr Alauddin Ahmad on extreme right



Flt Lt Hashmi (3rd from right) during a briefing session by Sqn Ldr Alauddin Ahmad at Sargodha

one of them being shot down by Hashmi. At 1400 hrs on 8 Dec 1971, Hashmi was on the ADA alert at Risalewala along with his resolute pilots. As the hooter alerted the pilots for an incoming raid, he jumped out of the ADA hut and dashed towards his F-6. Within moments, he was up in the air piercing through the blue skies of Punjab. Kirana radar vectored him to a Pakistani village, Khalsapur (near Faisalabad) where a pair of Indian SU-7 aircraft had sneaked in at low level. Undaunted, by the superior performance of SU-7 as compared to his own aircraft, he leapt on the intruder.



Soon both went into classic dog fight at tree top level. Employing superior tactics, Hashmi set on the tail of the intruder and fired his sidewinder at precise angle. The evading aircraft blew up in air under the sidewinder impact and its pilot Flt Lt Ramesh Kadam failed to survive. Sqn Ldr Hashmi commanded the Squadron till the ceasefire and returned home as a satisfied and accomplished commander.

The Tragic End: After the War he commanded the prestigious FLS (Fighter Leaders' School) Mauripur and served on various staff appointments at AHQ. His illustrious career came to an end in 1974.

Later, he served as Director Personnel at Riyadh Minhal Hotel in Saudi Arabia after his release. On 20 Dec 2000, the great fighter pilot, resolute commander and



F-6 monument at Jhelum city in the memory of Wg Cdr Hashmi

a venerable war veteran died of a heart attack at the age of 64. He was laid to rest in his eternal abode at his native town in Jhelum. An F-6 fighter aircraft has been erected in Jhelum Cantonment by Pakistani Air Force in recognition of his services rendered for the country.

Family Details: Hashmi married Mumtaz Begum. The couple has been blessed with a daughter Sameena Hashmi. She is married and presently settled in Canada. Hashmi had two brothers and two sisters. Eldest Zahoor ul Hassan was a teacher by profession and he is presently leading a retired life at Jhelum. His affectionate brother Syed Mazhar ul Hasnaini lived his early life mostly with Wg Cdr Hashmi. He always regarded him as his father. Hasnaini served PIA for years and after retirement got settled in Jhelum.

Wg Cdr Amanullah Khan, SJ



Name:	Amnaullah Khan
Pak No:	3938
Father's Name:	Qamaruddin Khan
Date of Birth:	24 Jan 1935
Place of Birth:	Rohtaq (East Punjab India)
GD(P) Course:	26 GD (P)
Date of Commission:	29 Jan 1959
Date of Retirement:	24 Dec 1982
Gallantry Award:	SJ

Early Life/Career: Rohtaq born Amanullah was the son of a well-reputed Police officer of East Punjab. At the time of partition in 1947, his family opted for Pakistan and his father was posted to Mianwali. Amanullah received his secondary education from Government College, Mianwali and excelled in curricular and co-curricular activities. During Mianwali days, he was spotted by the visiting RPAF selection team, which was on a hunt to select young promising candidates to become fighter pilots. Qualifying the ISSB with ease, he subsequently joined RPAF College, Risalpur in 1956. Amanullah completed initial flying training on venerable Harvard trainer aircraft and owing to his outstanding performance, he was selected for Advanced Flying Training in USA. During two years of training in USA, Aman learned the art of fighter flying on various aircraft, which included T-34, T-28, T-33 and F-86 Sabre. He was also among the select few for Advanced Fighter Conversion and Advanced Gunnery Course on F-86 aircraft in USA. While training in USA, Amanullah earned his wings and was already an operational pilot by the time he returned to Pakistan. On his arrival in 1959, Flg Off Amanullah joined No 17 Sqn equipped with F-86 Sabres, stationed at Peshawar. After a short stint at Peshawar, he was posted to No 18 Sqn commanded by Sqn Ldr Alauddin (Butch) Ahmed at Mauripur. With consistent hard work and focused approach, young Amanullah soon emerged as the promising fighter pilot of PAF.

Heroics deeds during 1965 Indo-Pak War: In the mid of 1965, the Indian Army started its build up in Haji Pir and Bharat Gali and tensions started to build between the two countries. On the morning of 1 Sep 1965, Flt Lt Amanullah moved to Sargodha from Mauripur along with a flight of No 18 Sqn. On arrival at Sargodha,



Flt Cdt Amanullah (sitting 2nd from left) along with his course mates at PAF Risalpur (1956)



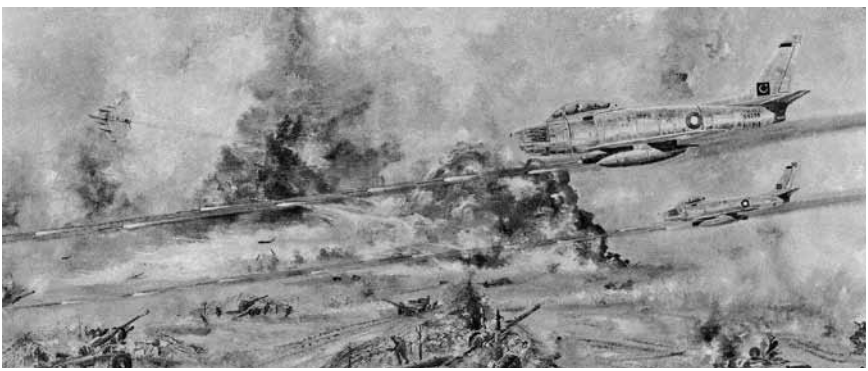
During trg with USAF

the detachment was briefed about the latest developments in Akhnur and was tasked with ADA duties. Flt Lt Amanullah flew his first operational mission on the morning of 3 Sep with Sqn Ldr Waqar Azeem as the leader. It was an armed recce mission in Akhnur area, and despite heavy ack-ack fire, the formation achieved its mission and passed on very valuable information to Pak Army about enemy movement and concentration. On 4 Sep, he flew two missions. First, an armed recce mission in which he destroyed Indian tanks close to Akhnur Bridge. In the second

mission, his four-ship formation launched an attack on Indian convoy in Akhnur area. On 6 Sep, when the limited air and ground actions in Kashmir turned into an all-out war, the Indian Army launched a full-scale offensive on Lahore. In the morning of 6 Sep, Flt Lt Amanullah in a four-ship formation launched an attack on the Indian Army convoys marching towards Lahore. Their formation destroyed scores of tanks and fleets of trucks on Lahore-Amritsar road and blunted the Indian Army attack. On 7 and 8 Sep, Amanullah flew two close support missions each against Indian Army tank concentration in Charwa and Philora sectors and



Moments before launching on an operational mission during 1965 War



Flt Lt Amanullah's formation striking Indian guns at Wagah during 1965 War

delivered lethal blow to advancing Indian armour. From 9 to 12 Sep, he flew close support and armed recce missions extensively in Chima, Khem Karan, Wagah and Sialkot sector.

On 13 Sep 1965, four Sabres of No 32 Wing led by Sqn Ldr Alauddin and accompanied by three young pilots Amanullah, Saleem and Manzoor were detailed to carry out their second offensive patrol in Batala-Gurdaspur sector. Earlier in the morning, the same formation had already destroyed scores of enemy tanks and guns in Chawinda-Narowal sector. Buzzing at tree top level, the formation was in search of train carrying ammunition and stores for the Indian Army in Gurdaspur area. The instructions were to explode the train at all costs. At around 1030 hrs, Amanullah picked up visual with an ammo train and informed the leader. The formation attacked the wagons yielding spectacular results and soon the train turned into a huge ball of fire. The leader Sqn Ldr Alauddin while making a low-level attack went through the debris of exploding train, which shattered his aircraft. He ejected but it was too late. The great fighter pilot was gone. Feeling dejected, the remaining formation members returned to Base. From 14 to 19 Sep, Amanullah remained busy in close support missions in Jammu, Samba, Charwa, Sialkot, Chawinda and Wagah-Attari Sector destroying advancing Indian Army columns. He also participated in the historic raid on the Amritsar and Feorzepur radars damaging them extensively.

21 Sep was yet another historic and proud day in the career of Flt Lt Amanullah. On this day, while leading a four-ship Sabre formation, he saved Lahore from Indian heavy artillery fire. The close support mission requested by Pak Army was to silence the heavy Indian artillery located in Wagah-Attari sector. In spite of very poor visibility at dusk, the formation destroyed the heavy guns and silenced them once and for ever. On their return to Sargodha, Gp Capt Zafar Masud, the Base Cdr, congratulated the formation members for the job well done. He also showed them a letter sent by Corps Commander Lahore, thanking the formation members for carrying out an accurate and precise attack. The letter read, "Tonight the Lahorites would take a sound sleep after many restless nights, thanks to the members of courageous formation which have silenced the Indian heavy artillery". Flt Lt Amanullah flew his last operational mission of 1965 War on 22 Sep, in which his formation gave a devastating blow to the retrieving Indian army division in Bashia area near Wagah sector.

Citation of Gallantry Award: "Flt Lt Amanullah Khan carried out 26 strike missions and one Air Defence mission against the enemy. He flew in the most aggressive, manner, and was responsible for inspiring great confidence in his formation members. His leadership left nothing more to be desired. He participated in attacks on Amritsar and Ferozepur Radar, Gurdaspur Railway Station, ammunition Train at Gurdaspur and many other close support missions and invariably achieved most convincing results against enemy ground fire. On 21 Sep 1965, his formation achieved great success with the destruction of enemy's heavy guns that were shelling Lahore incessantly. For his aggressive and determined leadership and display of unbeatable courage in the face of heavy enemy ground fire, Flt Lt Amanullah Khan is awarded SJ".

Career after the War: After the 1965 War, Wg Cdr Amanullah served in various fighter Sqns of PAF, flying a variety of aircraft. In 1966, he went on deputation to Saudi Air Force and played a key role in grooming their fighter pilots. His meritorious and eventful career ended in 1979 when he retired from PAF as Wg Cdr.



Family Details: Amanullah married Najam us Sehr in Lahore on 31 Dec 1968. The couple is blessed with a son and a daughter. Elder Kamran Khan is a businessperson settled in Lahore. Fauzia is married to Adnan Aslam, son of Sqn Ldr Aslam Qureshi who embraced Shahadat during the 1965 War. Presently, Wg Cdr Amanullah is residing at DHA Lahore and is passing a satisfied life with dignity and honour.



Wg Cdr Amanullah along with his family at Lahore

Wg Cdr Yousaf Alvi, SJ, SBt



Full Name:	Yousaf Hassan Alvi
Pak No:	4064
Father's Name:	Brig Muhammad Hassan
Date of Birth:	18 Apr 1933
Place of Birth:	Hyderabad (Deccan)
GD(P) Course:	30 GD (P)
Date of Commission:	20 Jun 1960
Date of Retirement:	18 Apr 1983
Gallantry Award:	SJ

Early Life/Career: Born in a traditional family of Hyderabad (Deccan), Alvi's father was an officer of Royal Army. Amidst riots and massacre, the family migrated to Pakistan on the eve of Independence and got settled at Karachi. Alvi grew up in Karachi and later joined Lawrence College, Ghora Gali in 1950. After completing Senior Cambridge, he joined RPAF College Risalpur in 1958. After achieving proficiency on the challenging Harvard aircraft, he earned his wings on 20 Jun 1960. He did his conversion on T-33s at Mauripur and later joined the elite No 17 Sqn equipped with Sabre aircraft. He, as a hard-core fighter pilot, flew Sabres extensively and proved his mettle in gunnery. He had flown almost 400 hours on Sabres when he was selected for conversion on Bombers in 1963. After the course, promising Alvi joined the lone No 7 Sqn from where he earned enviable fame during the Indo-Pak war of 1965.

Participation in the 1965 War: During the War days, he went on nonstop flying. One day, Base Cdr Khakan Abbasi noticed that he had not rested and looked fatigued. He asked him to go off flying and get some rest. However, on Alvi's refusal; Khakan Abbasi summoned the SMO to administer him with an injection so that he could get some sleep. He hardly slept for four hours and was back in action the same day. This type of commitment was the hallmark of PAF's resilient aircrew during the War days.

Attack on Halwara: Out of 13 strike missions flown by Alvi, the most memorable and demanding mission came on the night of 11 Sep. A section of four B-57s was ordered to strike Halwara airfield, which was IAF's major forward air base



Flt Lt Alvi (standing 1st row-2nd from left) Sqn Ldr Rais Rafi, Sqn Cdr No 8 Sqn (Centre) along with PAF Bomber Wing at Mauripur



Sqn Ldr Alvi (sitting 4th from left) along with the instructor pilots at PAF Academy Risalpur

in the East Punjab. Aim was to attack the runways and taxiways, making them unserviceable for the next day's operations, thus reducing IAF's pressure on Pak troops who were fighting hard near Lahore and Sialkot. Alvi, along with his navigator, studied and discussed the map, route, and the enemy's defences employed at the base. Sqn Ldr Rais, the leader briefed the formation members about the expected fire from the heavy anti-aircraft artillery at Halwara.

Brief Description of Gallantry: It was a serene, moonlit night when they took off. They flew at medium level up to the border under our own Sakesar radar cover (call sign Babur) and then descended to about 500 ft above ground level. The entire area was observing blackout. Canals were shining in the moonlight,

which provided real good navigation aids. At the pull up point, Alvi opened full power and started climbing to 8000 ft. During climb, he saw the runway on his right shoulder, shining in the moonlight. As he winged over and lined up for a dive-bombing attack, the enemy ack ack opened up. The sky seemed to be full of traces and they thought that soon one of those would hit their aircraft. Undaunted he kept his aim on the runway and released 4x1000 lb external bombs. It was a focused attack and while pulling through the ack-ack, the navigator saw the bombs exploding on the runway. He pushed the throttles to 100% and clocking about 390 nautical miles, exited the target at 500 ft, zigzagging to avoid any enemy interceptors. As they returned, the other bomber formation entered the area. Alvi told them about the huge fire caused by their ferocious bombing at Halwara, which could be used for homing on to the target. The aircraft attacked the target with fifteen minutes to half an hour interval and all aircraft landed back safely.

Citation of Gallantry Award: "In the current operations, Flt Lt Yousaf Hassan Alvi completed a total of 13 missions against Indian Airfields. His professional ability was of the highest order and he has displayed coolness, courage, and determination in every one of his attacks, which has resulted in the destruction of many Indian installations and airfields. He has conducted bombing attacks on Adampur, Halwara, Pathankot, Jamnagar, and Jodhpur with such precise accuracy that he was always selected for the most difficult tasks. He showed determination, courage, and singleness of purpose, in execution of every mission he undertook. For his outstanding bravery and devotion to duty, Flt Lt Yousaf Hasan Alvi is awarded SJ."



Sqn Ldr Alvi (3rd from left) during a dining-out night at Mauripur

Career after the War: After the War, Alvi continued to serve at No 7 Sqn. In 1968, he was selected for deputation to Baghdad, Iraq as flying instructor. During his initial tenure at Iraq, he flew British Hunters for six months. In the later half, he became instructor on TU-16 aircraft and imparted flying training to young Iraqi fighter pilots.

Deeds in the 1971 War: As the War broke out in 1971, the sole bomber Sqn of PAF, No 7 Sqn, was split up between Mianwali and Masroor, with ten and eight aircraft respectively. OC, No 7 Sqn, Wg Cdr Muhammad Younas commanded the Mianwali detachment, while the Masroor detachment was commanded by Wg Cdr Mahmood Akhtar, a 1965 War bomber veteran and former OC of No 31 Bomber Wing. Sqn Ldr Yousuf Alvi was the part of the bomber, which operated from Mianwali. During the War, Sqn Ldr Alvi replicated the feats of the 1965 War and flew excessively without taking break. He would be remembered for his accurate strikes deep inside enemy territory especially the successful attack on Agra. The historic attack carried out against Agra by Sqn Ldr Alvi, forced Indian to re-devise their strategy, as their capital New Delhi was now also under threat.

On the night of 4 Dec Sqn Ldr Yousaf Alvi and his navigator Flt Lt Muhammad Ali attacked a very vital IAF Base at Sirsa. The crew dropped two bombs in the centre of the runway creating huge craters. It was enough to make the runway unserviceable for the night; the bombs had time-delayed fuses and kept on exploding at intervals until dawn delaying clearance and repair work. A report on the outcome of the B-57 attack on Sirsa, on the night of 4 Dec, came from a most unlikely source. Flt Lt Harish Sinhaji, a Sirsa-based MiG-21 pilot, who had become a POW a day after the attack, gave a rather agreeable account of the results of the B-57 bombing to his interrogators. He recollected in his statement, "After one of PAF's night bombing strikes on our airfield, we were all grounded for six hours. The runway had been cratered at many places. The following morning, our OC, Wg Cdr VB Sawardekar, took us to the runway to show us the Pakistani pilot's bombing accuracy. Pointing to the craters on our runway, he said, "This kind of accuracy the IAF pilots should also achieve against Pakistani targets." The crew of the B-57, Sqn Ldr Alvi and his navigator Muhammad Ali had reason to be happy when they received personal compliments from none other than the enemy. On the following nights, PAF added several other airfields to the earlier targets and included Adampur, Jammu, Srinagar, and Bhuj. Sqn Ldr Alvi participated in majority of these missions producing exceptional results.

Strike against Agra: Indians considered Agra to be out of range of Pakistani bombers and as such no blackout was ever observed in the opening round of War. They were badly mistaken. PAF bomber crew took it as a challenge when PAF leadership tasked them to take on Agra. Sqn Ldr Alvi flew the historical mission against Agra and produced considerable results. When they went in, they took less ammo and more fuel for range as Agra was deep inside enemy territory. Sqn Ldr Alvi took off from Mianwali after sunset on 4 Dec 1971 and had a short refuelling stop at Rafiqui. After necessary coordination with COC, the crew went up in the air around mid-night. They initially flew at high level to conserve fuel and while entering hostile territory descended to deck level. As they approached Agra, to their surprise, they found that Agra runway lights still turned on. They had

achieved the complete surprise and it was only after their bombs started exploding on the target that the anti aircraft guns began to fire. The crew on the way back flew very low to avoid radar detection. The outcome of the attack on Agra on the night of 5 Dec (TOT 0100 hrs) by Sqn Ldr Yousaf Alvi with Flt Lt Muhammad Ali as his navigator was described in Indian Official History of 1971 Indo-Pak War. The book narrates, "The runway was put out of commission temporarily, and some of the Canberra missions had to be cancelled due to the PAF bomber Attack."

Later Career: After the War, Alvi remained on various command and staff appointments, which included OC No 1 Sqn at Flying Wing, Risalpur, Deputy Director Plans at JSHQ and OC PNS Mehran (Aviation Base). In 1980, he was selected as an advisor to Royal Saudi Air Force where he remained for three years. In 1984, his eventful and heroic career with PAF ended honourably. After release from PAF, he joined CAA as Deputy Director CATIC. In 1986, he became the Airport Manager at Karachi International Airport and served on this appointment for five years. In 1991, he joined ASSL (Agricultural Aviation) and served there for two years. In 1993, he finally decided to take retirement from all forms of service and live his peaceful retired life at home with his family.

Family Details: Wg Cdr Alvi is blessed with four sons. Eldest Shams Alvi is engaged in trading business at Karachi. Shahid Alvi is a pilot in Shaheen Air International and settled at Karachi. On third place is Shabir Alvi, a pilot by profession and presently serving the Emirates Airline. Youngest Shafi Alvi is a Captain in Merchant Navy. Unfortunately, Wg Cdr Alvi got Alzheimer's and since then his health has been deteriorating. His obedient and caring children look him after him at his home in Karachi.

Wg Cdr Tariq Habib Khan, SJ



Name:	Muhammad Tariq Habib Khan
Pak No:	4215
Father's Name:	Muhammad Habib Khan
Date of Birth:	13 Oct 1942
Place of Birth:	Poonch, Azad Kashmir
GD(P) Course:	32 GD (P)
Date of Commission:	24 Jun 1961
Date of Retirement:	28 Feb 1978
Gallantry Award:	SJ

Early Life/Career: Born in a noble family of Poonch, Tariq Habib's father was a well-respected Forest Officer. Tariq was first admitted to Lawrence College Murree when he was only five years old. After spending years at the lush green Murree hills, Tariq joined PAF College Lower Topa for one year. Later, he joined PAF College Sargodha in the Tempest Sqn. Four years of eventful training at Sargodha moulded Tariq into a fine young man, ready to take on new challenges. Tariq joined 32 GD (P) Course at PAF Academy Risalpur in Aug 1959. He had hardly spent a few months at the Academy when he was selected for Advanced Flying Training in USA. His two years of training at different USAF airbases were full of excitement. He flew the most modern aircraft of that time including T-33, T-34, T-37, and Sabre F-86. Young and promising Tariq returned to Pakistan in 1961 and joined the prestigious No 14 Sqn, stationed at Mauripur. He was lucky to have joined the Sqn at a time when it was commanded by the legends like Sarfraz Rafiqui, Sajad Haider and Shabbir H Syed. Young Tariq showed great promise in his initial days with the Sqn and soon earned respect from juniors and seniors alike. In the end of 1964, the Sqn moved to Dacca under Sqn Ldr Shabbir H Syed as Sqn Cdr.

Participation in the 1965 War: Among the great sagas of heroes who blazed trails of daring and valour during the 17-day Indo-Pakistan War, the story of PAF pilots in East Pakistan stands as a symbol of professional perfection, cool courage, and dedication to duty. Those handful men accepted the gauntlet thrown by the numerically superior IAF in West Bengal and Assam with calm and boldness with a befitting reply to the enemy. They were, therefore, nicknamed as the "Indian-tail

choppers." Cool-headed Flt Lt Tariq Habib was also a part of this resilient team of heroes who under their loin-hearted leader Sqn Ldr Shabbir did miracles in Dacca during the 1965 War.

The day after the Indians started the undeclared war against Pakistan and marched troops across the international frontiers, they escalated the hostilities in the eastern wing as well. In the early hours of 7 Sep, the IAF bombers and fighters attempted raids on Dacca and Chittagong Airfields. The gallant warriors of No 14 Sqn scrambled and the Indians retreated to their territory. Having taken the challenge, the PAF decided to strike back. The lone No 14 Sqn in the east was immediately tasked to carry out an attack on IAF Airfield at Kalaikunda where the enemy had based a large number of fighters and bombers, posing a threat to the security of East Pakistan



Flt Cdt Tariq Habib (1st from right-standing) along with his course mates at PAF Risalpur

Brief Description of Gallantry: It was a still morning and the sun was not up yet when five Sabre fighter-bombers of the PAF, fully loaded with their lethal cargo, rose majestically from the Dacca airfield, and headed south-west towards their target. Led by Sqn Ldr Shabbir Hussain, the formation, which included Flt Lt Baseer, Flt Lt Tariq Habib, Flg Off Afzal Khan and Flt Lt Haleem, roared through the cumulous-studded Sep sky and levelled off at the planned height. As the border drew closer, they started a deep descent looking like hawks going in for their prey. A few seconds later, the fighter-bombers were skimming tree tops at 500 miles an hour; their eyes skinned looking for the enemy in the skies and on the ground simultaneously. Now they were well inside the Indian territory and

as the seconds passed and a flurry of excitement was felt in the cockpits when the leader's voice boomed on the R/T: "All pilots, check your firing switches; hot; one minute to target."

As the seconds dragged on, they reached the pull-up point and the Sabres climbed steeply into the sky like darts getting ready for attack. The leader informed the formation members on R/T the position of the airfield together with a large number of Canberra and Hunter fighters parked on the tarmac. The formation members acknowledged. Seconds later the leader rolled in for the first attack on the beautifully lined-up Canberras. As he pressed the trigger, the guns thundered and fifty-calibre incendiary and armour-piercing bullets spattered the ground in front of the enemy bombers. They raced towards them and the parked aircraft were struck by concentrated barrage of bullets, which started boring holes in their wings and fuselages. By the time, the leader pulled out of the attack the Canberras were already burning and big mushrooms of fire had covered the tarmac. This was the time for the young Tariq Habib to deliver the attack. He pounced on the parked Hunters and delivered the lethal blow. As he pulled up huge black smoke and fire erupted on the tarmac. As they rolled down for the second attack, enemy ack-ack, which was silent up till now, started booming and the shells screamed up, bursting in flashes of livid colour. However, this did not deter the gallant fighters and they dashed down again, releasing streams of rockets and bullets that slammed into the fuselages of the Canberra and Hunters. It was fast and accurate gunnery at its devastating best. The six machine guns of each Sabre were spitting bullets at a rate of 120 a second, smashing the enemy aircraft to pieces. As the victorious formation left, more than fourteen columns of fire and smoke marked the death of Indian planes on the airfield. The formation landed back at 0744 hrs, only one hour and 13 minutes after they had left on their mission. During this brief period, the PAF Sabres had destroyed as many as eleven Canberras and damaged four. Two Hunters were also destroyed.

The plastering given-in the first attack was not considered enough and two hours later, another strike mission was arranged for Kalaikunda. The formation of four Sabres, led by Flt Lt Haleem, roared into the skies at 1030 hrs and headed towards the enemy base. The weather en-route had worsened and the visibility was getting poorer as the formation including Haleem, Baseer, Tariq Habib and Afzal entered the Indian territory. As they approached Kalaikunda they pulled up when suddenly enemy ack-ack, much heavier and intense this time, opened up and filled the sky with tracers and shell bursts.

Undaunted, the gallant fighters dived in for attack on the remaining aircraft parked in the pens. On the runway, two Hunters seemed to be getting ready for scramble when Afzal's bullets found them as he made a low-level strafing run. Both of them were damaged. All the fighters had their share in IAF aircraft as they clobbered the air base with bullets and rockets.

Haleem was pulling up after the attack when he saw three Hunters, one behind the other with their leader closing in on him. He looked round and found a big swarm of Hunters coming in from all sides. Being low on fuel and ammunition the Sabres were in a critical situation. Fighting their way they headed for home. One of the Hunters did a split-S but, being very low, could not recover, and hit the ground. Turning, twisting and fighting the Sabres moved on. Flg Off Haleem soon



became the victim of one of the Hunter's lethal canons. At the same moment, Flt Lt Tariq Habib saw four Hunters attacking him from behind. He pressed the lever to jettison his tanks but one of them malfunctioned and failed to release. In the combat, his aircraft was hit and his flaps got jammed. His aircraft was crippled now but by using his skills and manoeuvring and violent jinxing, the gallant fighter, managed to throw off the enemy from his tail. Skimming tree tops, he flew home safe and sound. With his calm thinking and superior handling, he saved his aircraft and his life.

In one day, the gallant pilots in Dacca destroyed as many as 14 Canberras and one C-119, and damaged four Canberra and three Hunters at the cost of one aircraft in aerial combat over Kalaikunda. It was a great day for those men who for the loss of one pilot had destroyed the image of Indian air might. While the PAF in the Western Wing was dealing with the enemy's 'spearhead', the fighting knights of East Pakistan had twisted the Indian Air Force's tail at Kalaikunda and earned the nickname of 'Indian-tail Choppers.'

Citation of Gallantry Award: Flt Lt M Tariq Habib Khan was one of the pilots who struck the enemy airfield at Kalaikunda in the first strike mission against the enemy from East Pakistan. He flew three operational sorties and many other Air Defence missions and carried out these missions most courageously with success against heavy odds at great risk and in complete disregard for his personal safety. In one of these sorties, he engaged four IAF Hunters thus diverting their attention from other PAF aircraft that were attacking the enemy airfield. Later, he himself managed to evade the IAF aircraft and returned to the Base safely in a crippled aircraft. During all these operations, he destroyed three Canberra's and one C-119 on the ground and one Hunter in the air. Flt Lt Tariq carried out all his missions with determination, courage and at a great personal risk. For his act of bravery and devotion to duty, Flt Lt Muhammad Tariq Habib Khan is awarded SJ".



Later Career: After the War, veteran Tariq Habib went for the FIS course at Risalpur. After the course, he was retained at the Flying Training Wing, where he imparted flying training to young eaglets of PAF for three long

years. In 1969, he was posted to No 9 Sqn, equipped with F-104 aircraft. One year later, he did the conversion on the newly inducted Mirage aircraft. In 1970, he was sent on deputation to Libya, where he flew the variety of fighter aircraft including the Mirages and F-5. After a having a short stint of one year he came back to his parent unit, the prestigious No 9 Sqn. By the time war broke out in Dec 1971, he, along with his Sqn under the command of Sqn Ldr Arif Iqbal, moved to Mauripur. From day one, he launched into the War operations and flew numerous air defence and strike missions. One of his eventful missions came on 13 Dec 1971 when he attacked the Jamnagar airfield with Wg Cdr Middlecoat as the leader. While exiting the area, the leader was shot down by an IAF MiG -21 after putting up a great fight. Tariq landed back with a heavy heart. After the War, Tariq remained on various command and staff appointments, including command of No 5 Sqn, Deputy Director Plans AHQ and Staff Operations Officer PAF Base Rafiqui.

After retirement from PAF in 1978, Tariq joined PIA and flew almost all types of aircraft on the inventory of national carrier in his long career spanning 24 years. He finally hung his gloves in 2002 entering a peaceful retired life.

Family Details: Tariq Habib married Tahira in Dec 1969 at Peshawar. They are blessed with three sons and a daughter. Eldest son, Irfan is a pilot in Qatar Airways. His daughter Saima is married and settled in Houston, USA. His son, Ali is working in an oil refinery in Canada. Youngest son Asad is a promising young officer of PAF, presently performing his duties as an aeronautical engineer at PAF Base Mushaf (Sargodha).

Sqn Ldr Shoaib Alam Khan, SJ



Full Name:	Shoaib Alam Khan
Pak No:	3583
Father's Name:	Maj Mehboob Alam Khan
Date of Birth:	29 Jun 1935
Place of Birth:	Shilong, Assam
Date of Commission:	2 Apr 1954
Date of Retirement:	12 Mar 1973
Date of Demise/Burial:	25 Jun 2010/DHA graveyard, Karachi
Gallantry Award:	SJ

Early Life/Career: Shoaib Alam Khan was born in a noble family of Shilong Assam, known for its military traditions. His father Major Mehboob Alam Khan was a veteran of WWII. He being a strict disciplinarian played a key role in the grooming of his nine sons, who later rose to prominent positions in their careers. Shoaib got his early education from Allahabad, before his family migrated to Pakistan in 1947 and got settled in Murree. Young Shoaib joined Lawrence College, Ghora Gali (Murree) and passed the Senior Cambridge Exam with distinction. Passion to wear the blue uniform took him to PAF College, Risalpur in 1952. After going through the rigorous training at the College, he became an operational navigator of PAF in Apr 1954.



After graduation, No 6 Sqn was the first operational unit where he discharged his duties with utmost dedication and commitment. The squadron in those days was equipped with Bristol Freighter transport aircraft. He flew a variety of missions during his stay at the squadron, which included the challenging Para drop missions in northern area, supply dropping missions in valleys etc. Since early days, Shoaib was a well-read, taciturn man having a wry sense of humour. He was also known for his humility and devotion to duty.

With Air Mshl Asghar Khan taking over as C-in-C in 1957, the modernisation plan for PAF kicked off. In early 1960s, PAF inducted modern B-57 aircraft and soon needed outstanding aircrew to fly these sophisticated machines. Shoaib Alam was among the pioneering few who were entrusted with this huge responsibility. With a training of less than a year, the resilient Shoaib joined the first Bomber wing

of PAF at Mauripur. Very soon, owing to his outstanding performance in flying, he became the top aviator of the wing.

Participation in the War: At a time when war was imminent in mid of Aug 1965, Shoaib was off flying duties, working as staff officer at an operational Base. Seeing the gathering storms on the horizon, he pleaded his commanders to deploy him with the bomber wing. His plea was accepted and soon he was sent to fly the operational missions. As he joined late, he was left out in the opening round of the strikes planned against IAF Bases.

On the morning on 6 Sept, Flt Lt Shams, a young bomber pilot in his twenties, entered the room and looked perplexed. He looked around but stood still for minutes. The frightful demeanour of young Shams attracted the attention of Shoaib for a while. He realised that the young officer wanted to say something but was hesitant due to some reason. Soon Shams approached him and broke the ice hesitantly. After salutation, he quietly whispered to Shoaib that he was facing acute kidney pain for last so many days. He further told him that he had not reported sick out of the shear fear that he would be grounded from flying duties, at a time when his country needed him the most. He was eager to participate in the War and with a grin, pleaded if he would like to accompany him as his navigator. Shoaib looked at him with pride, thought for a while and agreed to his request. The reply had taken Shams by surprise. He feared that nobody would like to accompany an ailing pilot on the operational war missions, as it could prove to be a suicidal mission. Ebullient with joy and eagerness, he seemed to have forgotten his excruciating pains. From then on until the end of the War, the two valiant companions flew night after night to bomb various enemy military Bases, braving intense enemy fires and destroying many important installations.



Brief Description of Gallantry: Conceivably, the most challenging mission for the courageous duo came on 14 Sep 1965. The mission was to attack enemy army movement and concentration along Khem Karan road in India. Earlier, that day Pak Army had moved into India and the Indians were trying hard to recapture the lost territory before a ceasefire was arranged. The IAF fighters and Canberra bombers had been attacking Pakistani troops concentrated around Kasur, opposite to the road leading to the Indian city of Ferozepur.

In this backdrop, a section of three B-57s was tasked to provide close support to Pak Army in Khem-Karan sector. It was a daring daylight mission with fighter escort. Shoaib Alam and his young pilot Shams, who were always looking for action, volunteered for this daredevil mission. Soon they went for mission briefing. They studied the area meticulously and gathered information about the exact position of bomb line in the area. Minutes later, they were told that Sqn Ldr Arshad from Sargodha with his four F-86s was detailed to provide escort to their unarmed Bomber. Shoaib spoke to Arshad over the telephone from Peshawar

ops room and suggested that they flew over Kasur at 6000ft at 1600 hours before entering the battle zone. With briefing over and mission coordination carried out with radar, they took off around 1300 hrs to make good their TOT.

As they crossed river Jhelum, they heard Arshad establishing R/T contact with the Sakesar radar, which gave him their position. Minutes later, Shoaib established visual contact with fighter escort, a couple of miles short of Kasur. The next moment they got into standard escort position with the bomber. Overhead Kasur, the crew made an orbit and Shams established R/T contact with the Ground Liaison Officer (GLO). Just at that time Pak Army ack-ack at Kasur opened up, taking them for IAF Canberras. However, the last-minute adjustment by Shams saved the day for them. Fortunately, no one was hit but it did give jitters. Criss-crossing along the road to target area, they carried on. As they approached the area, they realised that it was very dusty and the visibility was very poor due to heavy vehicle movement of both armies. Soon, Forward Air Controller (FAC) established contact with the crew; it informed that they were right over the target, and should drop bombs along the road in the fields where enemy troops and transports were



Flt Lt Shoaib Alam (sitting 2nd from right) along with the officers of AHQ, Peshawar

hiding. FAC also advised not to go too low, as it could be risky. However, Shoaib suggested that they should better go low and have a closer look before releasing bombs. He wanted to make sure that they did not bomb their own troops. With escorts orbiting at 12000 ft, they descended to deck level and soon saw some trucks and tank tracks along the road leading into sugarcane fields. Shoaib's decision to descend down to low level paid off in locating the enemy precisely. Shams released bombs and simultaneously sprayed the area with cannon fire. In the first dive, they dropped four external bombs.

As the bombs hit the area, FAC came up on the R/T: "That's it! Keep on hitting this area." Afterwards, they went into the second attack and released their remaining four bombs. The crew really did not see much of the enemy due to thick dust in the area. The enemy kept quiet without giving any indication of their presence. The only consolation was the confirmation by FAC, which kept on saying that their bombs were hitting exactly where they wanted. On way back they avoided Kasur and landed back safely at Peshawar. It was later on confirmed by army that the mission was a complete success. The enemy on the ground was hit hard and the desired results of this closed support mission had been achieved to army's entire satisfaction. The resilient crew did not stop there; they were to attack Pathankot in the latter half of the same night.

Citation of Gallantry Award: "Sqn Ldr Shoaib Alam Khan flew fourteen operational missions very successfully. On all these missions, he displayed exceptional professional skill and navigated his aircraft with unerring accuracy to targets both by day and night. The confidence and enthusiasm with which he undertook missions to the most heavily defended targets deep in the enemy territory set a very high example to all other navigators. Inspiring leadership and professional competence of Sqn Ldr Shoaib Alam Khan was in large measure responsible for the highly successful operations of the bombers. His disregard for personal safety and comfort throughout the period of operations was in the highest traditions of the Pakistan Air Force. Sqn Ldr Shoaib Alam Khan is, therefore, awarded SJ."



Career after the War: After the Indo Pak War of 1965, he was posted to Dacca, where he was assigned a special task of establishing and deploying a system of early warning and mobile observation posts along the International border with India. A job normally assigned to a wing commander, but the superiors had complete faith in his abilities. He did an excellent job remaining on this appointment and proved equal to the task. During this stint in East Pakistan, he contracted multiple chronic diseases, which led to loss of 40 pounds of his weight within a span of a few months. Later, he was grounded from further flying duties and came back to Drigh Road (Karachi) in 1967. When the War broke out in 1971, he asked AHQ to grant him flying status. He pleaded his case with determination. Finally, the authorities had no other option but to accede to his unflinching devotion for duties. He flew more than 14 missions during the Indo-Pak War of 1971 and achieved exceptional results. As an acknowledgment to his gallant efforts during the War, he was once again recommended for the award of SJ.

After the War, he was once again grounded from flying duties. Realising no charm left in ground duties, he with a very heavy heart decided to say farewell to arms in 1974. Having quit PAF at an early age, he got a job in PIA as a ground instructor. He continued to serve PIA with devotion until he was picked up by Air Mshl Nur Khan to become his special assistant, when later took over as Chairman/MD PIA.

Family Details: Sqn Ldr Shoaib Alam was the son of Major Mehboob Alam, a proud father of nine talented sons. As many as eight of Shoaib's brothers served Pakistan Armed Forces; three in PAF, four in Army and one in the Navy. One of his brothers, Major Shamim Alam Khan, was also awarded SJ for gallantry in the Indo-Pakistan War and later rose to the rank of four-star General and became the Chairman Joint Chiefs of Staff Committee. One of his brothers was awarded TBt, and two were the recipients of Imtiazi Sanad. Indeed, a unique honour for the proud family of Major Mehboob Alam.



Shoaib married Sabuha Alam in Oct 1967 at Dacca. His wife is a talented poet and an accomplished writer. The couple was blessed with two sons. Amer is an engineer settled in USA. Nasir is a software engineer settled in Canada.

On 25 Jul 2010, Shoaib Alam suffered a heart attack which proved fatal. He was laid to rest in DHA Phase 4 Graveyard at Karachi with full military honour. His funeral was attended by a large number of military officers, his schoolmates from Lawrence College, his family members and friends.

Squadron Leader Mir Abdul Rashid, SJ



Name:	Mir Abdul Rashid
Pak No:	3605
Father's Name	Abdul Aziz
Date of Birth:	7 Feb 1935
Place of Birth	Lahore
GD(P) Course:	17 GD (P)
Date of Commission:	6 Jun 1954
Date of Retirement:	6 Jun 1967
Date of Demise/Burial:	24 Jan 2010/South Carolina, USA
Gallantry Award:	SJ

Early Life/Career: Lahore born Rashid received his early education from Watan High School, Lahore. His father died of cancer while he was studying in FC College Lahore. After the sad demise of his father, young Rashid shared the entire burden of his family with responsibility and played an instrumental role in the



Flt Cdt Rashid (3rd from left –last row) along with his course mates at PAF Risalpur

upbringing of younger sisters. Rashid joined RPAF College, Risalpur in 1952 to become a fighter pilot. After successful completion of flying and ground training, he earned his wings on 6 Jun 1954. When PAF received first batch of B-57 Bomber in 1960, Rashid was among the pioneers to convert on the formidable aircraft. After conversion course, Rashid flew extensively on the new weapon system and proved his worth in a short time.

War Experience: Rashid was serving at No 24 Sqn of PAF when the War broke out in 1965. The squadron, equipped with RB-57F aircraft, was assigned the important task of electronic intelligence (ELINT) and photoreconnaissance. Rashid Mir flew numerous recce missions before and during the War and provided valuable information about enemy targets and their movement. The main task given to him was to fly at various heights up to about 45,000 feet depending upon the nature of the mission to find the location of various types of radars deployed by India on Pakistan's border starting from Kashmir in the North to Rann of Kutch in the South. Through these covert missions, an up-to-date Order of Battle of the IAF radars, was maintained No 24 Sqn contributed a lot to the effort of acquiring latest information. This valuable information helped Army in knowing the Indian defence works which were continuously carried out along the Border. GHQ whenever required requested PAF to cover an area of their interest to provide up-to-date photography, especially when Indian Army carried out large-scale deployments in peacetime exercises or during hostile periods prior to Rann of Kutch and the Indo-Pak War of 1965. These sorties were flown with fighter escorts in sensitive areas such as Shakargarh/Pathankot bulge and also in Lahore sectors. Rashid Mir along with other aircrew of the squadron never hesitated to fly in an unarmed RB-57B at heights which were easily detectable by the hostile radars. At times the crew reported, flying along the border with PAF fighter escorts, seeing contrails of IAF fighters on parallel tracks on the other side.



Brief Description of Gallantry: Along with ELINT operations, photo reconnaissance was another important role assigned to Rashid Mir and his squadron. After the 1965, AHQ decided to carry out few missions to gather intelligence about IAF air Bases. AHQ authorized initially to photograph rear and forward Bases located in the northern part of India, contiguous to Indo-Pak border. Sqn Leader Mir Rashid and Flg Off Sultan Malik carried out the first mission. Rashid took off early in the morning and headed northeast to "Leh" in Ladakh, after the Indo-Chinese skirmishes in 1962, this airfield had assumed great importance. Its runway was

extended to 14,000 feet because of its high elevation. After photographing "Leh" following the crest of Himalaya, he turned west and appeared over the sky of "Brailly" airfield. The idea of following this route was to give complete surprise to the Indians. After "Brailly" it was the turn of "AGRA" which was the home base of IAF Canberra then "Hindon" a big fighter base close to Ghaziabad east of Delhi. Next was "Ambala" which was extensively used by IAF for air operations against Pakistan. Photographs revealed the extensive damage caused by No 31 Wing of PAF through stream of night attacks on the Base by the B-57s, throughout the period of hostilities.

Over Ambala, the Indian radar detected Rashid's aircraft and fired salvo of SA-2 missiles at him. There was no direct hit. However, proximity/terminal explosions below and on the sides of the aircraft had extensively damaged the airframe. Due to extreme buffeting encountered, the two auxiliary turbo Jet J-60 engines flamed out, and the aircraft started losing height. However, the two main turbofan TF-33 engines kept operating normally; the loss of height was insignificant to pose threat to the aircraft by a large number of IAF fighters hovering below the aircraft. The crew although shaken by this sudden development kept their wits and handled the emergency in a very professional manner. Rashid Mir responded professionally, manoeuvred the aircraft skilfully and headed home. The crew crossed over to Pakistan and started descent to lower level to enable another RB-57B, present in the close vicinity to inspect the aircraft and determine the extent of damage. Rashid took wise decision, descended to low level, kept aircraft on auto pilot and established a long straight in approach for runway 35 at Peshawar and delayed taking the aircraft out of 'Autopilot mode', as long as possible. The



Sqn Ldr Rashid flying the crippled Bomber, after being hit by SAM, during one of the Post war Recce Mission over India

approach speed was kept low to reduce the adverse effect of misplaced empennage. The aircraft touched down in the beginning of runway, its initial approach, speed, and direction kept it on the main runway for a while, but then it swerved to the right into "Kucha" and came to rest. The C-in-C, Air Marshal Nur Khan was present on the tarmac watching and praying for the safety of both the aircrew and the aircraft. Luckily, the aircraft did not catch fire as Rashid earlier had dumped the extra fuel in the air before landing.

Citation of Gallantry Award: "Sqn Ldr Mir Abdul Rashid made a valuable contribution to the operational effectiveness of Pakistan Air Force by carrying out extensive surveillance of radar stations in India and by carrying out aerial photography of vital areas in enemy territory. He always responded most enthusiastically and courageously to all calls made on him in this regard and invariably set an inspiring example for his colleagues. In one particular sortie, after the aircraft was severely disabled, he showed tremendous coolness, courage and piloting skill to bring the aircraft back safely to his Base. Sqn Ldr Mir Abdul Rashid is, therefore, awarded SJ."



Career after Retirement: After retirement, Sqn Ldr Rashid pursued a flying career with national flag carrier PIA and later remained associated with Japan's Nippon Airline. For a short while, he flew with America's famous TMA. Towards the end of his commercial flying career, he flew as a captain of Boeing 747 aircraft in Royal Saudi Airline.

Family Details: Rashid married Sikandara Begum in 1959. They were blessed with two sons Ghazi and Hassan. Unfortunately, his marriage did not go well for long and culminated in a divorce. For years, he remained in isolation and led an adventurous life, travelling extensively. He bought a motor house and lived for years in it near Charleston, North Carolina. The great veteran died in mysterious circumstances on 24 Jan 2010 when his dead body was found near his motor house. Long and exhaustive police investigation spanning months determined drowning to be the reason of his mysterious death. The great warrior and gallantry hero was laid to rest in his eternal abode at Charleston South Carolina, USA, leaving behind a loving sister, Ms Najma Baig, who is presently settled in Islamabad and is pursuing her passion of teaching young kids at a School. In his last days, Rashid would visit her beloved younger sister on regular basis.



Sqn Ldr Rashid (1st from left) along with his sister and brother at Islamabad

Sqn Ldr Saadat Akhtar, SJ, SBt



Name:	Saadat Muhammad Akhtar Khan
Pak No:	3791
Father's Name:	Rehmat Ali Khan
Date of Birth:	4 Dec 1931
Place of Birth:	Rophar, Jalandhar Punjab
GD(P) Course:	18 GD (P)
Date of Commission:	29 Jun 1957
Date of Demise/Burial:	11 Feb 1969 (Aircraft Accident)
Gallantry Award:	SJ

Early Life/Career: Akhtar's father, Khan Bahadur Rehmat Ali Khan, OBE and his grandfather, Khan Bahadur Saadat Ali Khan, OBE were officers of the British Empire who planned and laid Indian Railway system. Akhtar received his early education from Rophar; however, during partition the family migrated to Pakistan and temporarily got settled at Quetta from where in 1952 Akhtar joined JSPCTS (Joint Services Pre Cadet Training School). After two successful years, he joined RPAF College Risalpur and passed out as operational navigator in 1957. He got his first posting at No 6 Sqn and flew the formidable Bristol Freighter for a couple of years. With the induction of modern B-57 aircraft into PAF in 1960, Akhtar was among the first batch of navigators to be converted on this weapon system.

Akhtar also did Staff Navigation Course in Shawbury UK. On his return, he earned the reputation of being the master of B-57 aircraft and always acted as a walking encyclopaedia for the navigators who looked to him to clear their doubts. Thus with that kind of training and knowledge, Flt Lt Akhtar was fully geared up with his professional acumen to undertake any kind of bomber mission. As an instructor at TCS, he demanded the best from his students and never compromised on anything short of perfection.

Daring Mission to test Indian Interception Capability: In opening days of Indo-Pak War of 1965, Flt Lt Akhtar volunteered for a daring mission, to fly over India to test the night interception capability of the enemy. It was no doubt a risky mission, flying at high level, clearly visible on enemy radar, unarmed, and challenging the enemy to 'shoot if you can'. Akhtar with his pilot Sqn Ldr M Akhtar Bukhari, took off from Mauripur in the middle of the night, flew the assigned route over India on

an unarmed B-57 and landed back safely at Peshawar. The intelligence gathered during the mission helped the PAF in planning for the impending war.

Close Air Support Mission in Sialkot/Samba Sector: On night of 10 Sep, Akhtar was detailed with Sqn Ldr Rais Rafi to fly a night close support mission near Samba in Sialkot sector, where it was reported that the enemy was concentrating to attack and capture Sialkot. The crew took off in the middle of night from Peshawar. As they approached the target, they realised that it would be difficult to locate enemy concentration in pitch-dark night. Akhtar came up with the idea of using the flares to light up the area and do area bombing to harass the enemy throughout the night, thus not allowing them to concentrate for the next day's attack on Pak Army troops. Another apprehension was that their bombs might hit the Pak Army troops positioned in close proximity of the enemy. This made the job of Akhtar more difficult. He did precise calculations and keeping the Nullah in the area as the bomb line, dropped the bombs with precision. The crew remained in contact with Ground Liaison Officer (GLO) over the radio and carried out several bombing runs delivering lethal blow to enemy. Later, the GLO reported that the mission was a success and the bombs hit the target spot on. As the crew exited the area, another B-57 arrived to add to the misery of enemy throughout the night. Thus PAF played a major role in the battle of Sialkot and prevented the enemy's advance towards Sialkot.

Bombing Mission over Halwara on 11/12 Sep 1965: Perhaps his most memorable and challenging mission of the War was the strike on Halwara on the night of 11/12 of Sep. A section of four B-57's was ordered to strike heavily guarded Halwara, a major forward air base in East Punjab. The aim was to attack the runways and taxiways, making them unserviceable for next day's operations, thus reducing IAF's pressure on Pakistani troops, who were fighting a stiff battle near Lahore and Sialkot. Rafi and Akhtar were to lead the mission. The crew studied the route and defences employed by the enemy at the Base. The position of heavy anti-aircraft guns was also discussed in detail. It was serene, moonlit night, when the section of four bombers took off from Peshawar. Akhtar navigated the aircraft with pinpoint accuracy towards the target. The formation initially flew at medium level up to the border under Sakesar radar cover. As they entered the enemy territory Akhtar advised the pilot to descend down to deck level. They observed that the entire area was observing the blackout. Canals were shinning in the moon light, which eased the job of navigator a bit. Akthar selected a canal, which led them to the target. Following the contours of the canal the formation moved on. At the pull up point, Akhtar asked the pilot to climb to 8000 feet. During climb he saw the runway on his right shoulder, basking in the moon light. As the pilot winged over and lined up for the dive bombing attack, the enemy ack ack opened up. Soon the sky was full of formidable fire. Undaunted the crew carried on as planned and dropped 4 bombs on the first run. It was a focussed attack and as they pulled up, Akhtar saw bombs exploding in the centre of the runway. After pull they made a pattern for the next attack. This time the target was the parallel taxi track. Again flying through the heavy fire, Akhtar shouted aircraft altitude, "Seven, six, five, four stand-by, and fire!" Rais pressed the trigger and simultaneously yanked back on the control column to avoid the rapid fire threatening the aircraft. Akhtar announced on the



Flt Cdt Akhtar during trg at Risalpur



Flt Cdt Akhtar (sitting 2nd from right) along with course mates in front of Harvard trainer during trg at Risalpur



Flt Lt Akhtar (sitting 2nd from right) along with RAF officers during trg at Uk

R/T that their bombs had scored a direct hit in the second run as well. Overjoyed with the success of attack Akhtar gave heading to return. Rafi opened full power and clocking 400 knots, exited the target at 500 feet, zigzagging to avoid any enemy interceptors. As they exited the area, next bomber formation entered for the second attack. The gallant crew landed back safely after the mission and during post flight inspection of the aircraft found a big hole in the wing, caused by the ack ack shell. The crew that had delivered the second attack later confirmed the success of the mission.



Flt Lt Akhtar (centre) along with B-57 aircrew during 1965 War at Mauripur

Citation of Gallantry Award: "During the Indo-Pakistan War, Flt Lt Saadat Mohammad Akhtar Khan completed 15 operational missions against the enemy airfields. He undertook the most hazardous missions to Ambala, Adampur, Jodhpur, Halwara, and Pathankot. In all these missions, he displayed great courage and valour, Flt Lt Saadat Mohammad Akhtar Khan is therefore, awarded SJ."

Citation of SBt (Posthumous): "The late Sqn Ldr Saadat Akhtar Khan had worked on various capacities in the Bomber wing for seven years. His keenness and proficiency made him the master of the state-of-the-art B-57 aircraft and he eventually converted all the aircrew on this weapon system and raised them to high standards. In addition to this, he proved his worth in evaluating the B-56 weapons system and compiling the Dash-1 of this aircraft. This not only provided valuable data but also contributed towards improvising the accuracy of the weapon delivery system of B-56 aircraft. Professionally he was a very sound officer



and always acted as a walking encyclopaedia for the navigators who looked to him to clear their doubts. The late Sqn Ldr Akhtar died in an air crash in Feb 1969. His unflinching loyalty, hard work and dedication was exemplary and a source of inspiration to the juniors who are greatly benefitted by his rational approach to the complex operational problems. For his excellent conduct, devotion to the duty and contributions towards enhancing the operational capability of Bomber wing, he has been awarded with SBt."

Demise of a Hero: Sqn Ldr Akhtar was killed in a flying accident while ejecting from a B-57 at Mauripur. His aircraft developed malfunction while coming to pitch out on initials on the runway 27 at 1500 ft at Mauripur. The Pilot, Flt Lt Mehboob, ejected safely but by the time Akhtar ejected, it was too low and he hit the ground partially activated parachute resulting in his instantaneous death.
Allah had brought him back safely from hell that he saw during the Indo-Pak War of 1965, but he was destined to go like this, "with his boots on".

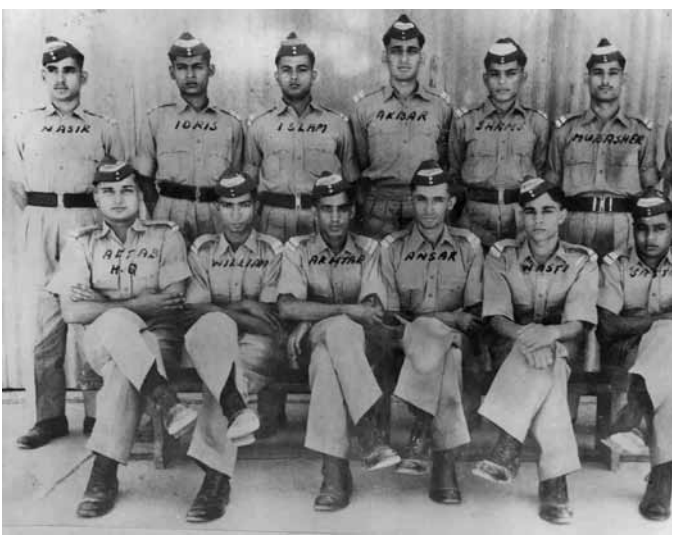
Family Details: Sqn Ldr S M Akhtar married Nizama Akhtar and they have three sons. His eldest son Farhan Akhtar, born on 21 Jan 1964 is presently serving the Pak Army as Major General.

Sqn Ldr Khalid Hassan Wasti, SJ



Name:	Syed Khalid Hassan Wasti
Pak No:	3973
Father's Name:	Syed Mahmood Hassan Wasti
Date of Birth:	7 Jun 1939
Place of Birth:	Mirpurkhas, Sind
GD(P) Course:	28 GD (P)
Date of Commission:	28 Jun 1959
Date of Demise/Burial:	27 Feb 1970/PAF Graveyard Chaklala
Gallantry Award:	SJ

Early Life/Career: Born in the religious family of Syed Mahmood Hassan Wasti, Khalid received his primary education from Govt High School Mirpurkhas. Later he did his F Sc from DJ Science College Karachi with flying colours. He joined PAF



Flt Cdt Wasti (sitting 2nd from right) along with his course mates at PAF Risalpur

College Risalpur in 1959 with 28 GD (P) course and graduated as an operational navigator on 28 Jun 1959. Wasti got his first posting at No 6 Sqn where he flew Bristol Freighter transport aircraft for a couple of years. With the induction of new C-130 aircraft in PAF, Wasti was among the very few who got a chance to convert on the state-of-the-art transport aircraft. Soon he attained mastery on the new weapon system and became the top navigator of the Sqn.

Brief Description of Gallantry: Flt Lt Wasti was among the first group of select aircrew who were honoured to carry out para-drop supply missions inside held Kashmir. In end of Aug 1965, Pak Army requested PAF to provide supply drop missions inside Kashmir valley, where they had already launched the famous Operation Gibraltar. The task to carry out these demanding missions, that too during night, was given to No 35 Wing of PAF. The Wing was then commanded by Wg Cdr Zahid Butt. The missions were challenging and demanded exceptional professionalism from the navigators. Wasti prepared these missions meticulously and lived up to his reputation of being a thorough navigator.



Flt Lt Wasti (standing 1st from left) along with aircrew after carrying out successful bombing mission during 1965 war

The first aircraft led by Wg Cdr Zahid Butt took off from Chaklala at 0200 hrs on 23 Aug 1965. Half an hour later, the second Hercules got airborne with Flt Lt Nazir (Captain) and Flt Lt Wasti as navigator. The aircraft was loaded with rations, fuel, ammunition and miscellaneous supplies. As they took off, they realised that the weather was bad. While flying at high level the crew could spot occasional thunder along with lightening in the close vicinity of the aircraft.

However, they remained undeterred and carried on. As they entered the Kashmir valley, Wasti picked up Wular Lake on radar and gave final heading for the drop zone. Maintaining heading and speed, the Captain flew towards the DZ. Wasti's meticulous planning had paid off and the aircraft reached the target on the planned TOT. Over the DZ, he commanded the load master to release the load. Soon 28000 lbs of supplies hurled down in the darkness. The mission was a great success and on return, they were told that they had achieved the mission with great precision.

Later during the War, Flt Lt Wasti participated in numerous operational missions which included bombing missions at Wagah-Attari sector against Indian Army, commando drop missions against IAF Bases like Halwara and Adampur etc.

Citation of Gallantry Award: "Flt Lt Syed Khalid Hasan Wasti took part in 5 operational missions during the War with India. These missions were by night into enemy territory. Some of these missions involved flying over mountainous terrain under adverse weather conditions, while the others were flown at 300 feet above ground level. Such operations, therefore, called for skill and courage. He repeatedly pushed himself forward to take part in these difficult missions and always conducted them with great skill and determination. By so doing, he displayed the highest degree of enthusiasm and determination. In addition, his sense of humour and his usual cheerfulness were apparent at all times. For immense courage and devotion to duty, Flt Lt Khalid Hasan Wasti is awarded SJ."

The Sad Demise: Sqn Ldr Wasti while flying cross-country training mission on C-130 aircraft in northern areas of Pakistan crashed on 27 Feb 1970. The ill-fated crew gave the last call to ground station at about 1630 hours. Later a massive search and rescue effort was launched which spotted the wreckage of the aircraft in the Indus valley close to Gilgit. Circumstantial evidence suggested that the aircraft struck a high peak in extreme weather. All the crew members on board attained Shahadat. The great warrior, professional navigator, and humble officer embraced Shahadat in line of duty. The remains of the gallant crew were later buried with full military honours at PAF graveyard Chaklala.



Resting at his eternal abode at PAF graveyard Chaklala

Sqn Ldr William D Harney, SJ



Name:	William Desmond Harney
Pak No:	4007
Father's Name:	G T Harney
Date of Birth:	29 Jun 1937
Place of Birth:	Chittagong
GD(P) Course:	28 GD (P)
Date of Commission:	14 Jan 1960
Date of Retirement:	13 Apr 1974
Gallantry Award:	SJ

Early Life/Career: Chittagong born William Desmond Harney was the son of Mr GT Harney, a sales manager in Steels Mills in Bengal. He received his primary education from St Placidi's College Chittagong from 1948-1955. After passing the Senior Cambridge Exam with distinction young Harney was selected for RPAF in 1957. He spent three eventful years at Risalpur and on 14 Jan 1960, he graduated as an operational navigator. Soon after graduation, No 6 Sqn became his parent unit where he flew Bristol Freighter transport aircraft extensively. Harney was a methodical, intelligent, and hardworking navigator who proved his mettle in short time. He was among the lucky few who were selected for conversion on new state-of-the-art B-57 bomber aircraft. After the conversion course, Harney joined No 31 Wing at Mauripur and remained there till the advent of War in 1965.



Brief Description of Gallantry: As the clouds of war gathered in last week of Aug 1965, Harney was detached to Peshawar (along with a detachment of Bomber aircrew). On night of 12 Sep, Flt Lt William D Harney was detailed to fly a two-ship formation of B-57's to strike Ambala, one of the most heavily defended Bases of the IAF, deep inside enemy territory. The TOT was one hour past mid night. As the formation took off they observed that nothing was visible; the Indian cities, villages, bridges and other ground features seemed to be all covered under a black pall. Harney was meticulously guiding the bombers to Ambala, from where the IAF was continuously launching air operations in West Pakistan. Formatting in



Flt Lt Harney (2nd from right) along with aircrew at Chittagong, East Pakistan (1964)

battle formation behind the leader was another roaring B-57 bomber piloted by Wg Cdr Nazir Latif and Sqn Ldr Aurangzeb Khan as his navigator. The aircraft were strictly maintaining a complete R/T silence and in such poor visibility conditions, the mission had become more challenging for the navigators of the formation. On reaching the IP (Initial Point), Najeeb started to descend through the thick layer of haze and headed for the target. As the formation approached near the target, Harney asked the formation to carry out final checks. One minute short of target, he started with the final countdown. As they approached close to the target, Harney felt a tingling sensation down the spine; knocking of the anxiety, he immediately carried out the bombing checks. As he approached the target, all the tales about the strong defences of Ambala and its defence preparedness started to buzz his mind. Keeping faith, he disregarded his thoughts, got ready for the ordeal and went in for a run. He looked down to pick up visual with the target but failed to make out anything due to complete blackout. As the aircraft pulled up for the attack, suddenly the sky around the aircraft lit up with ack-ack fire making a barrage of tracers and shell-bursts. The devastating fire had filled the whole place and his cockpit filled up with flashing lights. Racked and rocked the formidable B-57 moved on. Through this sparkling web of concentrated fire, he could make out aircraft hangars silhouetted against the dim moon light. Soon he started with the countdown and as he announced that aircraft was overhead the target, pilot pressed the trigger. In seconds, four thousand pounders jerked out of the bay and tumbled down into the darkness below. With all the fire-works around, the formation pulled up for the second run to ensure complete destruction of the airfield. The second run was no different from the first. Leaving the airfield in huge ball of fire, they exited at deck level. Harney calculated the fuel and gave heading to the pilot to return home. They knew that they had a long way to go back and they were running low on fuel. By the time the formation exited, the myriad fires at the Base presented quite an impressive spectacle.

Citation of Gallantry Award: "Flt Lt William D. Harney's performance and professional ability during the current operations has been of the highest order.



The officer has, in spite of a hand injury, voluntarily undertaken all available bombing missions and especially the most hazardous ones to Ambala, Pathankot, Adampur, Halwara, and Jodhpur. In all the missions, he has excelled in qualities of leadership, courage, and devotion to duty. His mission planning and execution of the missions has been of the highest order in spite of very heavy odds. He has always reached his targets and made very significant contribution to accurate attacks. During the Indo-Pak War the officer has completed 14 operational missions and every one of them has been of significant importance to the overall superiority of the PAF. For his courage and dedication to duty, Flt Lt William D. Harney is awarded SJ."

Participation in the 1971 War: After the War, Harney remained in No 7 Sqn for a couple of years and was well regarded as the top class navigator. As the War broke out in 1971, Harney was once again up against the odds. He actively participated in bombing missions deep inside enemy territory on targets like Halwara, Adampur, Jodhpur, and Pathankot. He flew the most demanding and memorable mission of his life in the opening hours of the War.

On 4 Dec 1971, he along with Sqn Ldr Younis, was assigned a long-range strike mission on an IAF airfield near Agra. The base was on the outermost reach of the B-57 strike capability and required careful and scrupulous fuel and load planning. A small mistake in calculation could lead to a disaster, which the PAF could not



Flt Lt Harney (sitting 2nd from left) along with air crew of No 8 Sqn at Mauripur

afford in the opening round of the War. Harney planned the mission meticulously and the crew decided to take off around dusk time to make a TOT by 2000 hrs. As the formidable duo took off, the full moon made the things easier for Harney, who met all the turning points with razor sharp accuracy. They were already at deck level by the time they entered the hostile territory. As they approached close to Agra, Younis and Harney spared, a moment's distraction to take in an aerial view

of what few could forget, the Taj Mahal bathed in a full moon against the dark starlit sky. As they approached the target to their surprise, they find that Agra runway lights were still turned on, and it was only after their bombs started to explode on the target that the anti-aircraft guns began to fire; obviously the IAF was taken by complete surprise. After delivering the decisive blow, they returned at deck level climbing only to higher levels once inside Pakistani airspace.



Taj Mahal basked in full moon light as Harney's bomber proceeds for a low-level strike mission against Agra

Family Details: Harney married Phyillis Collen on 23 Nov 1963 at Rawalpindi. A large number of PAF colleagues attended their wedding. The couple was blessed with a son C M Harney on 18 Dec 1964. His two adorable daughters G A Harney and Retinea Harney are married.

Harney moved to Australia after retirement from PAF and is presently leading a peaceful, honourable life in Sydney.

Sqn Ldr Ghani Akbar, SJ



Full Name:	Ghani Akbar
Pak No:	4129
Father's Name:	Sadbar Khan
Date of Birth:	16 May 1939
Place of Birth:	Nowshera, KPK
GD(P) Course:	31 GD (P)
Date of Commission:	28 Jan 1961
Date of Retirement:	29 Oct 1972
Gallantry Award:	SJ

Early Life/Career: This brave officer, a hero of 1965 War, grew up in a small village, south of Nowshera. His father, Sadbar Khan, was a businessman by profession.



His elder brother served in the British Indian Army and ended up becoming a Prisoner of War, while fighting in WW-II on the Malayan Peninsula. As a child, it was Ghani's dream to fly an aircraft. Whenever he saw a plane, flying over the River Kabul from his village, he used to run in its direction till such time it disappeared on the horizon. One day while returning from School, he saw L-19s taking off, landing and doing aerobatics around PAF Station Risalpur. He got fascinated and there and then, he made up his mind that he would become a fighter pilot. Ghani joined School in 1945. Late Qazi Hussain Ahmed, the religious scholar and politician from Jamat-e-Islami was his class fellow. After clearing his matriculation examination, he ended up at the PAF Selection Centre Peshawar. Tall and handsome, Flt Lt Abbasi with piercing blue eyes was the Officer Commanding, who interviewed young Ghani. To his jubilation, he was told to proceed to Kohat for ISSB. Ghani cleared the ISSB with ease; however, his medical at CMB Mauripur was eventful. Dr Pirzada (nicknamed 'butcher' for failing large number of candidates) gave him the shock of his life. He told him that he would go blind in next three months as he had some chronic eye disease. The 'Butcher' gave him a week to get treatment and reappear. After agonising one week of treatment, Ghani was cleared for joining PAF on the second attempt.

Flying came easy to Ghani and with extraordinary hard work accompanied with passion; he did wonders at the RPAF College. Besides flying, he was also

brilliant in extracurricular activities. He was the captain of No 1 Sqn Riding Team at Risalpur. After earning his wings in 1961, Ghani did fighter conversion from Mauripur. No 11 Sqn was his first unit of posting after conversion. Sqn Ldr Tawab, an exceptional fighter pilot, was the OC who played a key role in grooming young Ghani into a mature and brilliant fighter pilot. Later, the Sqn moved to Samungli, Quetta, commanded by legendary MM Alam. Learning the tricks of the trade from the legend, Ghani's next stop was the FIS. After having a short stint of six months, he was posted to elite No 19 Sqn, under the legendary commander, Sqn Ldr Sajad Haider. It was from this Sqn, that Ghani fought the 1965 War and earned enviable fame and reputation.



Sqn Ldr Ghani Akbar (sitting 1st from right) and Gp Capt Zulfiqar (who later became CAS, PAF- in the centre) along pilot of PAF Base Peshawar



Flg Off Ghani (standing 1st from left) along pilots of PAF Base Sargodha



Strike team of Pathankot airfield- Flt Lt Ghani (sitting 1st from right) with Sqn Ldr Sajad Haider (standing 2nd from left) and other members of No 19 Sqn



Flt Lt Ghani (2nd from right) along with fighter Pilots at Peshawar during 1965 war

Brief Description of Gallantry: Since war was imminent, preparation was on in the Sqn of Sajad Haider. The unwavering pilots of No 19 Sqn, mostly the youngsters like Ghani Akbar, were all prepared to face the enemy. On the morning of Sep 6 when news came of the enemy's attack on Lahore sector, it was Ghani Akbar under the able leadership of his Sqn Cdr Sajad Haider who gave the Indians the foretaste of things to come. In the afternoon of momentous day, though the sun was up, the air was still bracingly chilly at Peshawar. The news of Indian aggression came as a challenge to the pilots of No 19 Sqn. Soon they were ordered to strike the Indian army advancing on Lahore along Amritsar-Wagah road. The strike team included Sqn Ldr Nosey Haider (leader), Flt Lt Mohammad Akbar, Flt Lt Khalid Latif, Flt Lt

Dilawar, and Flt Lt Ghani Akbar. The six-ship Zambu (call sign of Sqn) formation was armed with rockets in addition to the guns. The formation took off and levelled off at the planned height before heading towards the target. Shortly afterward, the formidable team was over the target area and went in as far as Amritsar: Turning back, they saw enemy vehicles of all sorts moving along the road crossing Wagah, covered by Indian Armour. For a while enemy did not see the Sabres but when they did, it was a sight to see the drivers jumping out to take cover leaving their vehicles to their fate. The leader by now dived in for attack and let go his first burst of rockets. Ghani Akbar and others followed. In all, the Zambus made six attacks each. By the time the formation expanded their ammunition all that was left was a litter of bonfires and the rubble of destroyed guns, armour and a large number of vehicles. The attacks went extremely successfully thus stalling the Indian designs of capturing Lahore by sunset. Earlier that day, Gen Chaudhry, the Indian Army commander, had made a tall claim of making a celebration at Lahore Gymkhana after they launched their attack. What he did not take into account the resolve and outstanding professionalism of PAF. Next day, the national newspapers made the headline news taking reference from 'The Digest of Service' and 'War Diaries of HQ 10 Division'. The headline reads: "PAKISTAN AIR FORCE'S SIX SABRES SAVED LAHORE ON 6 SEPTEMBER 1965."

As the victorious formation landed back at Peshawar, the orders to conduct a strike on IAF Base Pathankot were already lying in the base operations room. The pilots were thrilled as they were entrusted with very important mission of the war. Soon the Sqn pilots gathered around their Sqn Cdr for the detailed mission brief. The pilots rehearsed and discussed each and every detail of the attack. As per the plan, the TOT given to the strike formation was 1705 hrs. The formation comprised Sqn Ldr Sajad Haider (leader), Flt Lts Muhammad Akbar, Mazhar Abbass, Dilawar Hussain, Ghani Akbar and Flg Offs Arshad Chaudhry, Khalid Latif and Abbass Khattak. Tied escorts consisted of legendary Sqn Ldr Tawab and Flt Lt Arshad Sami. The formation took off as planned to make the TOT good. The moment 8 Zambus pulled up over Pathankot airfield for delivering the first attack, they knew they had achieved the complete surprise for the base. The base littered with Soviet-supplied latest MiG-21s, which enormously tempted the formation. Soon the Leader went in for the first attack and the rest followed. With carefully positioned dives and selecting each individual aircraft in their protected pens for their strafing attacks, the strike elements completed a textbook operation against Pathankot. While delivering the second attack, the heavy anti-aircraft guns opened up; however, they failed to deter the resolve of PAF pilots. Amidst the barrage of cannon fire, they continued to deliver the lethal punch. By the time, the mission was over and the leader asked to exit, Ghani Akbar noticed that one aircraft had been left intact at the airfield. He immediately reported that to the leader. He advised Ghani to forget it and pull out immediately as he was running low on fuel. Ghani Akbar pleaded and soon was permitted to carry on with the attack. Ghani Akbar went for it and scored a direct hit. Hugely satisfied with the last-minute account, Ghani Akbar pulled out. Flying low at tree top level, he headed back to

Peshawar. As he entered the Pakistani airspace, he realised that he was low on fuel and will not be able to make it to Peshawar. He immediately informed the leader and diverted to Sargodha (a closer base). By the time he landed back at Sargodha, his engine flamed out being starved of fuel.

The later account of the mission revealed that the strike destroyed 14 aircraft on ground, which broke the back of IAF in the opening round of the war. The heroics performed by the gallant men of No 19 Sqn entered the annals of PAF history for the generations of PAF pilots to cherish.

Citation of Gallantry award: "Flt Lt Ghani Akbar flew 13 ground attack and 12 air defence missions during the Indo-Pakistan War. He destroyed one aircraft in a ground strike mission and was credited with 5 tanks destroyed and 5 damaged during close support missions. Throughout he flew aggressively, fearlessly and in a most professional manner. For his flying ability, determination and courage, he is awarded SJ."



Later Career: After retirement from PAF in 1972, Ghani Akbar joined PIA. During his long and illustrious service with the national flag carrier, he flew almost all types of aircraft present on the inventory of PIA.

Family details: Ghani married Imtiaz begum on 24 May 1964 at Nowshera. They were blessed with six children. All of his children are highly qualified and well settled in their professions. His eldest daughter Jahan Ara is a doctor by profession and is settled in USA. His son Mehmood Khan is a commercial pilot in Emirates Airline. Dr Nighat Ara is a reputable dentist and is presently working in Khyber College of Dentistry as Asstt Professor. Husn Ara chose to be an advocate and became a practising lawyer and is settled at Lahore. Samina did MSc in Maths, got married and moved to Canada. Youngest Nazli is a doctor by profession, working as Asstt Professor at Lahore Medical and Dental College.

Sqn Ldr Arshad Sami Khan, SJ, SI



Name:	Arshad Sami Khan
Pak No:	4127
Father's Name:	Abdus Sami Khan
Date of Birth:	8 Jun 1942
Place of Birth:	Abbottabad
GD(P) Course:	31 GD (P)
Date of Commission:	28 Jan 1961
Date of Retirement:	23 Nov 1973
Date of Demise/Burial:	23 Jun 2009, H-11 graveyard, Islamabad
Gallantry Award:	SJ

Early Life/Career: Born in the traditional Pashtun family of Peshawar, Arshad Sami was the grandson of Honourable Mahfooz Jan, who was the Governor of Herat in Afghanistan in 1921. His father a Superintendent of Police (SP) by profession was well-known for his devotion to duty. Being a strict disciplinarian, his father played a key role in the grooming of young Arshad. After receiving primary education at Peshawar, Arshad moved to PAF School Sargodha with a dream to command the skies. He joined the 2nd entry of PAF School and was the proud flight cadet of Fury House. Attaining the degree of Senior Cambridge from School, Arshad joined RPAF College, Risalpur in 1959. Flying came naturally to young Arshad and he mastered the art of flying on tricky Harvard trainer with ease. After successful completion of training,



Flt Cdt Sami (sitting 2nd from left) along with his course mates at PAF Risalpur

Arshad earned his wings on 28 Jan 1961 and was posted to Mauripur for fighter conversion. Arshad did the course with distinction and emerged as the top fighter pilot of the course by winning the Best Pilot Trophy. At the end of fighter conversion, Arshad got his first posting in No 5 Squadron where he was fortunate to receive personalised training from the flying maestro Squadron Leader MM Alam.

Brief Description of Gallantry: Besides participating in the first offensive on an enemy at Pathankot air base, Sami also had the distinction of being the part of gallant warriors who carried out the first strike on the Indian Army. On the morning of September 6 when news came of the enemy attack on Lahore sector, it was Sami along with his dashing squadron commander Sajad Haider who gave the Indians the foretaste of things to come.

In the afternoon of fateful day, though the sun was up, the air was still cool at Peshawar. The news of Indian aggression came as a thunderbolt to the pilots of No 19 Squadron. Soon they were ordered to strike the Indian artillery advancing on Lahore along with Amritsar-Wagha road. The strike team included Sqn Ldr Sajad Haider (leader) Flt Lts Arshad Sami, Muhammad Akbar, Khalid Latif, Dilawar and Ghani Akbar. The six ship Zambu (call sign of squadron) formation was armed with rockets in addition to the guns. The formation took off and levelled off at the planned height before heading towards the target. Shortly afterward, the formidable team was over the target area and went in as far as Amritsar: Turning back they saw enemy vehicles of all sorts moving along the road crossing Wagha, covered by Indian Armour. For the while enemy didn't see the Sabres but when they did it was a sight to see the drivers jumping out to take cover leaving their vehicles to their fate. The leader by now dived in for attack and let go his first burst of rockets. Sami and others followed. In all the Zambus made six attacks each. By the time, the formation expanded ammunition all that was left was a litter of bonfires and the rubble of destroyed guns, armour and a large number of vehicles.



Flt Lt Arshad Sami (front) getting ready for a strike mission during 1965 War

After the success of Pathankot strike, PAF was anticipating huge retaliation and intense reprisal by the IAF on 7 Sep. PAF did not have to wait for long as IAF struck Sargodha in early hours of 7th morning. Their attack was blunted by the Alam's speed shooting classic over Sargodha, in which he downed five IAF Hunters in split seconds. In this back drop No 19 Squadron at Peshawar was anxiously waiting for more action. Sajad Haider's boys did not have to wait for long as by afternoon they got a strike mission against Avantipura near Srinagar.

The tasking order received at the base had tasked No 19 Squadron to reconnoitre the airfield at Avantipura with four Sabres, guns only, strafe any targets on the ground and follow up to Srinagar and attack aircraft on the ground. The fourship strike formation included Sajad Haider, Muhammad Akbar, Arshad Sami and Rao Akhtar. The formation planned for Hi-lo-Hi profile, making Khel under Nanga Parbat on the bank of Kishanganga river as the IP (initial Point). As the strike formation took in September haze, nothing was visible. They climbed to 20000 feet remaining in the shadow of mighty Nanga Parbat to avoid being picked up by Jammu radar. Young Arshad Sami was excited for this mission, as he would get the chance for the first time to train his guns on Indian targets. Crossing the deep gorges of the Himalayas below, Arshad commenced a steep descent over the village of Khel. Buzzing through the treacherous mountains and narrow valleys, the formation dove to 100 feet above ground, a couple of miles short of famous Dal lake of Kashmir. The panorama was spectacular, visibility unlimited, and nature seemed to have poured the most vivid colours into the terrain beneath. Arshad was distracted by the heavenly beauty for a while.

Thirty seconds short of pull for the attack, Arshad checked his guns and got ready for the final assault. As they pulled for the attack suddenly the sky over valley filled with black puffs; the heavy ack-ack had opened up. Undaunted with heavy fire, Arshad un-caged his gun sight and went in for strafing at deck level. Soon the formation saw few transport aircraft parked in the open. The leader dived and delivered the first blow to one of the DC-3 transport aircraft. Arshad followed and destroyed a white painted DHC Caribou and pulled up for second attack. Through the heavy anti-aircraft fire, Arshad came for the second run and destroyed the ATC building with his lethal guns. Leaving the airfield in a huge ball of fire, the formation exited the scene at deck level and landed back safely at Peshawar. By the time they landed, BBC had already aired the news about the successful strike by the valiant boys of No 19 Squadron.

Citation of Gallantry Award: "Flt Lt Arshad Sami Khan flew the maximum combat missions during the war with India. His enthusiasm and aggressive spirit was of the highest order and was responsible to ignite the spirit of competition amongst other pilots in its most effective form. He led formations in the battle area with exemplary determination and brought back excellent results. He has been credited with one aircraft, 15 tanks and 22 vehicles destroyed and 8 tanks and 19 vehicles damaged and 2 heavy guns destroyed. He never looked tired or apprehensive in the face of heavy odds but kept on inflicting maximum damage to the enemy as his only objective. For his outstanding devotion to duty and bravery, Ft Lt Arshad Sami Khan is awarded SJ."



Later Career: After the war, a grand award ceremony was planned at Rawalpindi in which President of Pakistan Field Marshal Muhammad Ayub Khan, was to decorate the courageous heroes of war with gallantry awards. Proud and excited young Arshad Sami was also among the elite group of officers receiving the

coveted award. While conferring SJ, a stunning offer made by the honourable President changed the course of Arshad's life. "Would you like to be my ADC, young man", asked the tall and captivating President. Arshad was speechless for a moment, with nothing to say he saluted the President and turned back. By the time he arrived the squadron next morning, his posting orders to report immediately to Presidency had already arrived.

Arshad Sami served as ADC to three Presidents of Pakistan (Ayub Khan, Yahya Khan and Zulfiqar Ali Bhutto) for a record six years from 1966 to 1972.

In later stages of his career with Mr Bhutto he became the Chief of Protocol and was solely responsible for arranging the Islamic Summit Conference, which was held in Pakistan for the first time. Later, he rose to the highest level in diplomatic fraternity and was promoted to Federal Secretary in 1995. He also had



Flt Lt Arshad Sami (1st from right) alongside his Sqn Cdr, Sqn Ldr Sajad Haider during 1965 War



Flt Lt Arshad Sami (standing 1st row- 4th from right) along with pilots of No 19 Sqn during 1965 war

the distinction of being the Ambassador of Pakistan to several countries, mainly in Scandinavian region. After serving in various diverse assignments like Secretary Ministry of Culture and Heritage, he hung up his spurs on 7 Jun 2002 after 44 years of career.

Family Details: Arshad Sami married Naureen Begum on 23 Mar 1968. The first lady (Begum Ayub Khan) affectionately played the role of groom's mother at the wedding ceremony held in the Presidency at Rawalpindi. The couple has been blessed with two adorable sons. Elder son Adnan Sami Khan born on 15 Aug 1973 at London is a famous singer, musician and film actor of international repute. He is married and presently settled in India. His younger son Juniad is a young promising boy presently residing with her mother in Islamabad.



Begum Field Marshal Ayub Khan (sitting in centre) playing the mother's role at the wedding Ceremony of Flt Lt Arshad Sami in 1968 at Rawalpindi



Flt Lt Arshad Sami meeting Chairman Mao Tse-tung, November 1970



Flt Lt Arshad Sami with President Ayub Khan during a visit to UK in 1966



Flt Lt Arshad Sami accompanying President Bhutto during a visit to Egypt in 1972

The Sad Demise: The great fighter pilot, a gallant war hero, an outstanding diplomat breathed his last on 23 Jun 2009 at the Kokilaben-Dhirubhai Ambani Hospital, Mumbai where he was admitted earlier for the treatment of pancreatic cancer.

The great son of soil was greatly honoured by the rank and file of PAF at his funeral prayers offered at Air Headquarters. Large number of people from different walks of life attended the funeral prayers of the great hero. Later, he was buried at CDA Graveyard in Sector H-11 with full military honours. A smartly

contingent of PAF presented the gun salute as the chivalrous warrior was laid to rest in his eternal abode. Later on the occasion of Independence Day in 2012, the President of Pakistan posthumously conferred highest civilian award of SI to this great hero.



Sqn Ldr Arshad Sami along with his sons

Flt Lt Shamsuddin Ahmed, SJ



Full Name:	Syed Shamsuddin Ahmed
Pak No:	3969
Father's Name:	Syed Imran
Place of Birth:	Madras, India
Date of Birth:	24 Mar 1937
GD(P) Course:	28 GD (P)
Date of Commission:	28 Jun 1959
Date of Retirement:	1 Jan 1967
Gallantry Award:	SJ

Early Life/Career: Madras born Shams received his early education from European Railway School Madras till partition in 1947. With the creation of new state for the Muslims of Sub-Continent, his father who was a Railway officer by profession opted for Pakistan and got posted to Sukkur. Young Shams did his F Sc from Saint Mary's School Sukkur in 1953 and joined RPAF College Risalpur in 1958. Shamsuddin after graduation in 1959 was selected for conversion on B-57 bombers. After completing the conversion course, he joined elite No 31 Bomber Wing at Mauripur. On 27 Oct 1964, the name of Flt Lt Shams entered into the annals of history, when B-57 bomber aircraft made an enviable world record. The first ever formation aerobatics were performed by four B-57 aircraft at Peshawar during an air display, in which Air Mshl Omar Dani, C-in-C of the Indonesian Air Force was the Chief Guest. Legendary Wg Cdr Bill Latif led the formation and Shams was the proud member of aerobatic team. The team executed loops, rolls and



wing overs; the first two manoeuvres being unheard of in such a heavy class of aircraft. Their precise and accurate station keeping throughout the display was highly appreciated by the large audience at the venue.

Brief operational/war experience: As the clouds of war started to gather in Sep 1965, young Shams was seriously sick and suffered from unbearable pain in his kidney. Every time he made up his mind to report at the Service hospital, an inner impulse restrained him. He was afraid of being grounded at a time when clouds of war had started thickening on the sub-continent's horizon. He was a proud bomber pilot; and he did not wish to have the feeling that he could not honour the pledge he had given to his country in the hour of her trial. The time had come for which the Air Force had trained him. On the morning of 6 Sep, with lines of pain writ large on his face Shams walked into the operations room of the base. He was taking a great risk, which might cost him his life, his navigator's and a valuable plane. In a modern jet aircraft combat, a spilt second's indecision or weakness can hurl it into the oblivion of no return. With faith in divine help and in his own destiny, he curbed his fears. However, he could not afford to inform his Commanding Officer about his ailment; he would have straight away ordered to report to the hospital. He looked around and in a corner of the room, he saw the demure looking Sqn Ldr Shoaib Alam Khan, a navigator, who had escaped from the boredom staff job at AHQ in search of combat thrill at an optional base. With reluctance, Shams approached him. After salutation, he quietly whispered his condition to Shoaib and, with a grin, pleaded if he would like to accompany him as his navigator. Shoaib looked at him with pride, thought for a while and agreed to his request. The reply had taken Shams by surprise as he thought that nobody would like to accompany an ailing pilot on a suicidal mission. Ebullient with joy and eagerness he seemed to have forgotten his excruciating pains. From then on until the end of the war, the two valiant companions flew night after night to bomb, various enemy military bases braving intense enemy fires and destroying many important installations. Never afterward did Shams, complain the gruelling kidney pains which he suffered during the hours he had to wait for his next bombing mission.



Flt Lt Shamuddin (Sitting 2nd from left) alongwith bomber aircrew during 1965 war

Brief Description of Gallantry: During one of his attacks on Halwara, an IAF base near Ludhiana, Shams was going to start on his bombing run when he felt a killing pain in his kidney. It was a critical moment. Enemy guns had opened up, the sky was lit with tracers, and shell bursts. Shams hesitated and groaned for a brief moment. He prayed to Allah for help, yanked the controls, and dived steeply for the bombing run. Shells burst all round and streams of bullets whizzed past but the bomber flew on, nose down, into the devastating deadly focus of fire. His kidney pain had vanished by now. The silhouettes of installations at the enemy base, one of the biggest in northern India, were getting nearer as the bomber roared on through the pulverizing fire. Suddenly Shams pressed the button and eight 1000 pound bombs went down hurling towards the dark structures below. One of the bombs scored a wonderful, blinding bursting hit, direct on a fuel dump, sending a huge plume of fire, which could in a short while be seen from 60 miles away. With the mission complete, the bomber pulled up, Sqn Ldr Shoaib, the navigator, set course homeward, the tension, heat of the attack was gone, and Shams again started feeling feverish. However, the gallant hero landed back safely at his home base. Courageous Shams did not stop there; he carried out 14 successful bombing missions deep inside enemy territory and earned enviable reputation among the bomber pilots fraternity. After cease-fire, Shams was admitted in a military hospital where as many as 28 stones were found in his lacerated kidney, which had to be removed. He thought he may not be able to fly again but he had a sense of fulfilment.



Flt Lt Shamsuddin in the cockpit of B-57 during 1965 War

Citation of Gallantry Award: "Since the commencement of hostilities, Flt Lt Syed Shamsuddin has completed a total of 14 successful bombing missions against enemy airfields at Ambala, Halwara, Adampur, Pathankot, Jamnagar, and Jodhpur. Every one of the attacks undertaken by Flt Lt Shamsuddin was delivered with great accuracy, causing maximum damage to the enemy in spite of very stiff enemy opposition. The officer always volunteered to undertake any mission that was available and the results produced by him have been most satisfying. His coolness under difficult circumstances has been inspiring and he has set an example of great courage, determination and valour for his associates. For his outstanding courage and bravery, Flt Lt Syed Shamsuddin Ahmed is awarded SJ."

Flt Lt Ziauddin Hassan, SJ



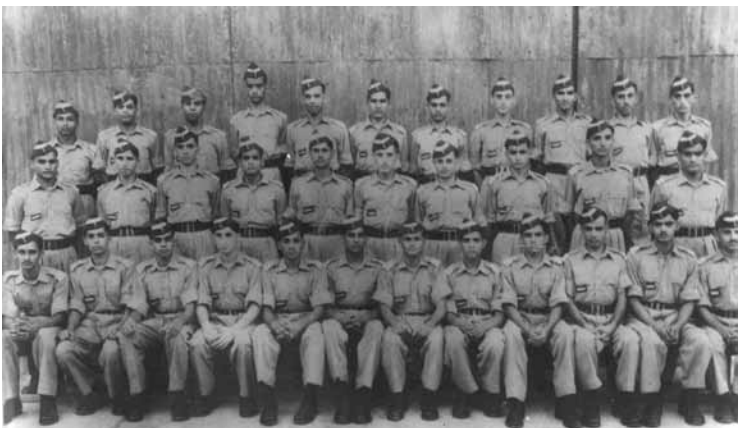
Name:	Ziauddin Hassan
Pak No:	4250
Father's Name:	Muhammad Jasimuddin
Date of Birth:	22 Aug 1939
Place of Birth:	Bogra, East Bengal
GD(P) Course:	32 GD (P)
Date of Commission:	21 Jan 1962
Date of Demise:	19 Mar 1971 (Died in flying accident)
Gallantry Award:	SJ

Early Life/Career: Born in a reputable family of Bogra Bengal, Hassan was outstanding in studies since his school days. He did matriculation with distinction from Chittagong Collegiate School in 1954 and later earned BSc degree from Dacca University. He joined RPAF College Risalpur in 1959 and graduated as operational navigator on 21 Jan 1962. He remained on transport aircraft for a couple of years and moved to No 31 Bomber Wing in 1964.

Brief Description of Gallantry: Ziauddin Hassan was the proud member of No 7 Sqn stationed at Mauripur during 1965 War. Being the junior most navigator of the Sqn, Hassan participated in the operational missions with great zeal and enthusiasm. Initially, the sqn cdr did not consider young Hassan for participation in the war operations, owing to his less experience on Bombers. However, he had no other option but to accede to Hassan's unflinching determination.

On the evening of 6 Sep Hassan reported in the operations room. Strike missions had already arrived from the Command Operations Centre (COC). Hassan was delighted to find his name among the section of B-57s scheduled to strike Jodhpur. The four-ship formation was to strike the target with 15 minutes interval. He, along with his pilot Flt Lt Akbar, attended the mission briefing delivered by section leader, legendary Sqn Ldr Rafi. The Time Over Target was 0300 hrs (morning of 7 Sep). The section took off as planned with 15 minutes interval. It was a beautiful moonlit light. Before crossing into India, Hassan advised the pilot to descend to 500 ft to avoid enemy radars. The visibility was good even at low level, which made things easier for the young navigator. As Jodhpur was located at the farthest edge of B-57 strike capability, Hassan was concerned with the fuel

for the return journey. Meticulously calculating the fuel, young Hassan navigated the aircraft accurately over the airfield. At the target, Hassan advised the pilot to pull up to 8000 ft. Pilot took a 360° turn, adjusted for the final run-in, and dropped 8000 lbs bombs. The crew had achieved complete surprise as no ack-ack opened up in the first two attacks. As they exited the target after delivering the third blow, the ack-ack opened up. In the midst of the barrage of formidable fire, the resilient crew departed at high speed. On way back, they flew at deck level. While entering Pakistani airspace Hassan advised the pilot to climb to high level to save on fuel. The resilient crew landed back safely around 0400 hrs at Mauripur. Hassan did not



Flt Cdt Zia (1st from left-last row) along with his course mates at PAF Risalpur



Flt Lt Zia (sitting 4th from left) along with bomber crew at Mauripur during 1965 war

stop here; he later participated in numerous bombing missions deep inside enemy territory and earned the reputation of buoyant young navigator of No 7 Sqn.

Citation of Gallantry Award: "On the nights of the 6, 7 and 8 Sep 1965, Flg Off Ziauddin Hassan flew as navigator of the leading aircraft of bombers which attacked the enemy airfields. Despite intense enemy anti-aircraft fire and some fighter opposition, Flg Off Hassan navigated the bomber fights with courage and accuracy and thus contributed to the success of bombing mission. For the high degree of professional skill, courage, and determination shown by Flying Officer Ziauddin Hassan in the air operations against enemy airfields, he is awarded SJ."



The Sad Demise: After the Indo-Pak War of 1965, Hassan remained in No 7 Sqn until his unfortunate demise in a flying accident. On 19 Mar 1971, Hassan, along with pilot Flt Lt Tariq, took off from Masroor at 0900 hrs for a routine cross-country training mission. After an un-eventful flight of two hours when the aircraft came in for landing, it crashed approximately eleven miles short of Masroor airfield. Both, the pilot and navigator embraced shahadat in line of duty.

Later the formidable duo was buried with full military honours at PAF graveyard, Masroor. A smartly turned out contingent of men in blue presented the gun salute for one last time, as he was laid to rest at his eternal abode.

Sqn Ldr M Ashfaq, TJ



Name:	Muhammad Ashfaq
Pak No:	51785 (6154)
Father's Name:	Muhammad Sharif
Date of Birth:	3 Mar 1929
Place of Birth:	Quetta
Trade:	Loadmaster, GD (S)
Date of Enrolment:	4 Aug 1948
Date of Retirement:	8 Mar 1983
Gallantry Award:	TJ

Early Life/Career: Ashfaq was born in the religious family of Muhammad Sharif, a businessman by profession. The family was settled at Quetta where his father owned a famous "American Shoe Shop", one of its kind dealing in the imported shoes in those humble days before partition. The historical earthquake of 1935, which flattened the entire Quetta city, forced Ashfaq's family to re-settle in their home town, Lahore. Young Ashfaq grew up in pre-partition days at Lahore. After completing his matriculation from Watan High School Lahore, Ashfaq joined Islamia College for higher education in 1946. In College days, Cricket was his first love. He attended cricket practice daily and was honoured to rub shoulders with the likes of Fazal Mahmood, Imitiaz Ahmed, Munawar Khan, Khan Muhammad etc. He soon matured into a fine player and later in his career, he represented PAF Cricket team at national level.



14 Aug 1947, saw the emergence of new state for the Muslims of Sub-Continent. Thousands of refugees flocked to various Refugee Camps established at Lahore. Passionate Ashfaq was among thousands of college students who tirelessly worked round the clock at Walton Refugee Camp, supporting their countrymen at the time of great trial.

Ashfaq was studying at the college when he was selected for the PAF as an airman. He belonged to the 4th airmen entry of the nascent RPAF, which joined Kohat for training on 4 Aug 1948. After completing military training at Kohat, he went to RPAF station Drigh Road for technical training. Qualifying the six month course at Karachi, Ashfaq became the WOM-II (Wireless Operator Mechanic) in

PAF. He continued to excel in his trade and was soon selected for a conversion course to become an Air Signaller. With the induction of new Dakota and DC-3 aircraft, PAF needed outstanding aircrew for flying the new weapon system. Surely, Ashfaq was among the first batch of promising aircrew that got training on these aircraft from RAF (Royal Air Force). As a Load master/Ground Signaller, he got his first posting at No 6 Sqn. For next four years, he flew all type of transport aircraft which included DC-3, Dakota and medium category Bristol Freighter. In 1962, PAF decided to induct state-of-the-art C-130 Hercules into its fleet. Brilliant Ashfaq was once again among the pioneering few that went to USA for training on new weapon system and subsequently ferrying them to Pakistan.

Brief Description of Gallantry: Although the Indo-Pak War of 1965 started in Sep, the transport wing of PAF went into action much before that. In Apr 1965, the 'Operation Grand Slam' was launched by Pak Army and Mujahideen were sent to Kashmir for its liberation. In mid of Aug 1965, the infiltration of Mujahideens had inflamed an already smouldering situation in occupied Kashmir and the Indian forces of occupation had reacted sharply. On 15 Aug they occupied Kargil on the Pak side of the cease fire line, which they had vacated earlier, and immediately



MWO Ashfaq (sitting 1st from left) along with tpt aircrew after carrying out a successful bombing mission during 1965 war

took energetic steps to plug the gaps along the line to prevent the Mujahids from slipping into and exiting freely from occupied Kashmir. As anticipated by the PAF, requests for the air dropping of supplies, for maintaining lifeline for the Pak Army's soldiers fighting in Occupied Kashmir, began to roll in, and soon became desperate.

Air Marshal Nur Khan came to the help of brethren in Khakis. The lone transport wing of PAF was tasked to prepare for the supply dropping missions deep inside enemy territory. A team of dedicated aircrew was immediately formed, under the leadership of Wg Cdr Zahid Butt, officer commanding No 35 Wing. Ashfaq was also the prominent member of this pioneering team, entrusted with a very vital and dangerous mission. It was decided that the first mission would be launched on 23 Aug at night. The crew had never before in their lives carried out a night supply dropping mission that too in the hazardous and treacherous mountain ranges of Northern areas across the hostile territory. However, undaunted by the numerous threats associated with the mission, they remained determined and prepared the mission well.

The final go ahead for launching the mission came in the afternoon of 23 Aug 1965. Ashfaq being the senior most load master of the aircraft did the loading. Under his supervision, 28000 lbs of guns, rations, ammunition, and other supplies were loaded in the Hercules. The spirited crew with C-in-C on board took off from Chaklala at 0200 hrs in a pitch-dark night. The weather was bad and the route was bumpy. However, the resilient crew carried on and achieved their mission with pinpoint accuracy. On return, the GHQ told them, that the mission was a complete success.

After the success of the opening mission of the war, Ashfaq was pumped up. He never looked back and his passion to do more and more for the nation grew with every passing day during the war. In the second week of Sep, the transport wing came up with a brilliant idea of using the Hercules as a heavy bomber. Soon the trial missions were launched at Jamrud range to check the efficacy of the new idea. Ashfaq was once again in demand. He, along with the team of transport aircrew, was tasked to device new procedures and parameters for utilising the Hercules in its new formidable role. They worked day in and day out at Jamrud firing range and finally came up with new procedures. It was decided that the Hercules could only be utilised in its new role if the ramp was removed and the rear door locked in the 'up' position.



12 Sep 1965 was selected as the D-day for launching the first bombing mission on C-130 aircraft. The target was Lahore-Kasur sector where the Indian were continuously posing great resistance to Pak Army. The mission was dangerous for the unarmed C-130 against the enemy ack-ack fire. However, the buoyant crew knew that the honour of the country was much greater than their lives. On the night Ashfaq, along with his courageous crew, under the leadership of Wg Cdr Zahid Butt took off from Kohat. The aircraft was loaded with 25000 lbs of bomb load. Earlier that day, Ashfaq had very carefully loaded the stacks of bombs;

one carrying 50 bombs each. Carrying the lethal cargo on board the Hercules flew towards its target, ready to make history in aviation. As they approached the target, Flt Lt Rizwan (navigator), gave the green light (signal to drop the load). The captain pressed the release button and within three seconds, the bombs trembled down in the pitch-dark night. Ashfaq tied with a strap, literally hung in open air by the side of rear door examining the impact of the dropping bombs. Soon the entire area blew up into large flames. The devastation was huge. As they exited, the anti aircraft guns opened up against the unarmed Hercules. Undaunted, the aircraft dived to tree top level and exited through the floating flak of heavy ack-ack fire. By the time the crew landed back, the All India Radio had already broke the news of destruction caused by the 'heavy bomber.'

It was not the last mission for Ashfaq. Later, he participated in majority of such daredevil missions and achieved tremendous results. The most memorable mission for him came in the closing days of the war. This time they were tasked to bomb the Indian heavy artillery guns deployed near Lahore. Scores of innocent civilians were killed because of their hostile nonstop shelling. On 21 Sep, the crew took off after sunset. As they approached the target, the heavy ack-ack welcomed them. The captain dived to deck level avoiding the heavy fire and reached the target with pinpoint accuracy. On green light, Ashfaq chanting 'Allah-o-Akbar' at the top of his voice, released the entire bomb load. Some of the stacks failed to drop in the bargain. Undeterred by the impending danger, courageous Ashfaq rose to



MWO Ashfaq (1st from right) along with air crew that carried out the bombing mission at Wagah during 1965 war

the occasion, dropping bombs using his bare hands. By the time the aircraft exited, all that left was the rubble of destroyed guns and piles of steel. The enemy guns were silenced, once and for all.

Citation of Gallantry Award: "Master Aircrew Muhammad Ashfaq, while performing the duties of an aircrew during the War, undertook the maximum number of missions against the enemy. In addition to flying several missions, he personally supervised the ground handling of the aircraft, which involved a great deal of time and effort. He most conscientiously devoted himself to the work assigned to him with utmost enthusiasm without any regard for personal comfort or the dangers involved. In spite of long hours of work on the ground as well as in the air, his cheerfulness and willing cooperation was commendable. He is therefore awarded with TJ."

Career till Retirement: After the war, veteran Ashfaq continued to serve at No 6 Squadron with pride. When the War broke out in 1971, Ashfaq was serving at AHQ. He soon left the staff job and joined the flying operations with No 35 Wing. He participated in the war with full devotion and flew several bombing mission on C-130 aircraft. In 1972, Ashfaq went on deputation to Kuwait. During this tenure he participated in the Arab Israel War, flying the supply and para drop missions. He also had the singular honour of flying Yasir Arafat on one occasion.

On return to Pakistan, he was offered for the commission in PAF. He completed his training in Risalpur along with 52 Non GD Course and got commission on 19 Dec 1975. Later in his career he remained on various command and staff appointments, which included instructor at TCS (Transport Conversion School), officer in-charge air movement flight at Drigh Road and load master examiner at AHQ.



After flying more then 9500 hours (third highest in the history of transport wing) on different transport aircraft and serving on all possible key assignments, a load master could only dream of, the long and illustrious innings of Sqn Ldr Ashfaq came to an end on 8 Mar 1983. After retirement, Ashfaq joined the UAE Air Force as load master instructor. He served there for a decade

and returned home in 1993.

Family Details: Ashfaq married Fakhira Begum on 20 Jul 1975. She is a well educated lady who did her Masters from Government College Lahore. The couple has no children, however they have adopted an adorable girl, Akleema. The family is presently settled at Lahore.



Sqn Ldr Ashfaq with his wife

Hon Flt Lt (MWO) M Hafeez, TJ



Name:	Muhammad Hafeez
Pak No:	52311
Father's Name:	M Nabi Buksh
Date of Birth:	2 Oct 1930
Place of Birth:	Aryanwala Okara
Trade:	Loadmaster, GD (S)
Date of Enrolment:	5 Nov 1948
Date of Retirement:	4 Nov 1980
Date of Demise:	2010
Gallantry Award:	TJ

Early Life/Career: Born in the remote village of district Okara, Hafeez was the son of a railway employee. He had five brother and six sisters. He did his matriculation from Govt High School Gugera and later joined PAF as an airman in 1948. He was among the pioneering airman of the nascent RPAF who played a key role in its development over the years. Owning to his professional acumen, he was selected as a load master on the transport aircraft at PAF Base Chaklala. During his initial career as the load master, he flew on Bristol Freighter and Dakota aircraft. With the induction of new state-of-the-art Hercules into the inventory of No 6 Sqn, he was among the pioneering few who joined the select aircrew for training abroad. He was posted in No 6 Sqn at Chaklala when the War broke out in 1965. He, along with other members of the squadron displayed unwavering courage during the War and conducted some unbelievable operations, which later entered the annals of PAF history.

Brief Description of Gallantry: Although the Indo-Pak War of 1965 started in Sep, the transport wing of PAF went into action much before that. In Apr 1965, the 'Operation Grand Slam' was launched by Pak Army and it badly needed PAF to undertake supply drop missions to maintain lifeline for the troops engaged in Kashmir. Subsequently, the lone transport wing of PAF was tasked to prepare for the supply dropping missions deep inside enemy territory. A team of dedicated aircrew was immediately formed, under the leadership of Wg Cdr Zahid Butt, Officer Commanding No 35 Wing. MWO Ashfaq and Hafeez were the two prominent member of this pioneering team entrusted with a vital mission.

On 23 Aug 1965, Ashfaq and Hafeez being the load masters of the aircraft loaded 28000 lbs of guns, rations, ammunition, and other supplies in the Hercules. The brave crew took off from Chaklala at 0200 hrs in a pitch-dark night. Undaunted by thundery bad weather in the drop zone, the resilient crew carried on and achieved their mission with great accuracy.

In the second week of Sep, the transport wing, under orders from AHQ launched daredevil bombing missions in Wagah sector. The aim of these missions was to deliver devastating blow to Indian army that was attacking Lahore. On 12 Sep 1965, Hafeez under the leadership of Wg Cdr Zahid Butt took off from Kohat. Earlier that day, Ashfaq and Hafeez had very carefully loaded the stacks of bombs; in the cargo area of Hercules. After take off, the aircraft flew straight to its target and as they approached the target, Flt Lt Rizwan (navigator), gave the green light (signal to drop the load). The captain pressed the release button and within seconds, the entire bomb load struck the Indian positions at Wagah. Soon the entire area blew up into flames. As they exited, the anti aircraft guns opened up against the unarmed Hercules. Undaunted, the aircraft dived to tree top level and retuned home.

During the 17 days war with India, Hafeez participated in the operations with great determination. He played instrumental role in the timely and precise loading of C-130 aircraft. Nothing went unnoticed from Hafeez's eye as he personally monitored all the loading and off loading duties.

Citation of Gallantry Award: "During the War, Muhammad Hafeez undertook a large number of missions against the enemy. As an aircrew, he displayed great keenness and extreme dedication to his duties with least regard for his personal



Wrt Off Hafeez (sitting 2nd from right) along with aircrew that carried out the bombing mission at Wagah during 1965 war

comfort or the hazardous nature of these operations. In addition to flying operations, he personally supervised the loading of aircraft before undertaking the missions. In spite of long hours of work on the ground and in the air, he remained cheerful and showed remarkable co-operation at all times. He is awarded with SJ,"

Career until Retirement: After the War, Hafeez continued to serve the PAF on various assignments including load master leader at No 6 Sqn, load master instructor at TCS, In-charge transport operations at Directorate of Transport AHQ. His long and illustrious service with PAF ended in 1980 when he retired as Honorary Flt Lt.

Family Details: Hafeez married Razia begum in 1964. They are blessed with nine sons and four daughters. All his daughters are happily married and settled in their homes. One of his sons, Mr Siddique is settled in USA. Youngest Faiq is unmarried and presently pursuing his studies in USA. Hafeez passed away in 2010 and was laid to rest with full military honour at his native town in Gugera Okara.

Hon Flt Lt (MWO) Sher Muhammad, TJ



Name:	Sher Muhammad
Pak No:	61280
Father's Name	Ghulam Qasim
Date of Birth:	20 Apr 1936
Place of Birth:	Khanewal
Trade:	GC
Date of Enrolment:	9 Dec 1952
Date of Retirement:	8 Mar 1983
Gallantry Award:	TJ

Early Life/Career: Born in the remote village of District Khanewal, Sher Muhammad's father was an agriculturist by profession. Sher Muhammad received his early education from his village Kacha Khu, near Khanewal. Enthusiastic and determined Sher always wanted to do something extraordinary in his life; therefore, in pursuit of his passion, he joined PAF in 1952. During training at Kohat, Sher Muhammad shined in sports and physical activities. After completing training at Kohat, Sher Muhammad joined PAF Base Samungli and served there for four years. As the tensions brewed between Pakistan and India in mid of 1965, Sher Muhammad was serving the famous No 310 GC Wing. With the outbreak of War, he was sent to Sargodha and was attached with Army's 20 Anti-Aircraft (AA) Regiment. Later during the War, he was made the in-charge of an AA post established near ATC tower at Sargodha. On 6 Sep 1965, he performed an act of courage and showed commendable operational efficiency under a grave threat.

Brief Description of Gallantry: The great success achieved by PAF in the opening round of 1965 War had greatly disturbed the Indians and IAF was fully ready to counter attack. It was not difficult for the PAF to deduce that the IAF must have marked Sargodha as its foremost target of attack. Everyone in the air defence chain was on alert; anxious eyes watched the scopes and the skies for the first hint of an enemy raid. This was why the dawn of 6 Sep found Sqn Ldr Alam and five other alert duty pilots already strapped in the cockpits of their Sabres and Star Fighters, ready to respond to any IAF attack. The fighter pilots were not the only ones anxiously scanning the morning skies at Sargodha; resolute Cpl Tech Sher was also vigilant at his post. The young and energetic Sher had spent entire night

on guard and had refused to go off duty in the morning. Such was the resolve of the entire personnel of PAF during the War.



Wrt Off Sher Muhammad (4th from left) along with fellow airmen at PAF Base Rafiqui

Sher Muhammad was not to wait for long. As he glanced towards east, to his amazement, he saw six Mystere pulling up out of the sunrise from their tree top approach to deliver their attack at around 0530 hrs. The attackers had virtually achieved the complete surprise and the entire base and its assets were now at their mercy. At the same time, some of the aircraft were lining up on the ORP (Operational Rendezvous Point), offering a lucrative target for the attackers. "What would be the fate of these aircraft and pilots if the raiders succeed in their nefarious designs", thought Sher Muhammad. The dangerous proposition was not acceptable to determined Sher Muhammad and while chanting "Allah- O-Akbar" loudly, opened fire on the attackers. Meanwhile the Mysteres pulled up to 1000 feet, still maintaining tight and unwieldy echelon formation and sprayed the empty tarmac area with their lethal cannons and later resorted to their rockets. The helpless pilots strapped in their cockpits holding short of the ORP could not do much other than praying to Almighty to make the attack unsuccessful. However, the situation at the anti-aircraft gun post was different. Young Sher Muhammad had opened up a barrage of vicious fire onto the enemy that in no time drew attention of one of the attacking Mystere. IAF pilot turned sharply towards ATC building and headed to attack it. Undaunted by the pressing attack and amidst heavy strafing by the aircraft, Sher Muhammad continued to fire his formidable guns. Soon his efforts bore fruit. The approaching Mystere got the direct hit from

his lethal guns. It shuddered and spewing thick black smoke crashed into nearby trees meeting its dreadful fate. Remaining Mysteres discontinued their attack and exited south-west leaving Sargodha unscathed. The day and honour of the PAF was saved, thanks to the relentless courage of young Cpl Tech Sher Muhammad, who lived up to the reputation of his name, Sher (the Lion).

Citation of Gallantry Award: "During the War, Cpl Tech Sher Muhammad was manning a light ack-ack gun at PAF Station Sargodha. On 6 Sep 1965, while Indian aircraft were strafing and rocketing the Base, Sher Muhammad courageously performed his duty by keeping up an accurate fire against the invaders and damaged one enemy aircraft. This was the first engagement of PAF guns against the enemy and determined fire by Cpl Tech Sher Muhammad greatly enhanced the morale and fighting spirit of the PAF gun crew".



Family Details: Sher Muhammad married Sultan Bibi in 1956. They are blessed with three sons and two daughters. Eldest Khalid Abbas is a civilian employee of PAF posted at Information and Selection Centre Rawalpindi. Farooq Abbas is an advocate by profession and presently settled at Shorkot. Tariq Abbas is a businessman. His daughters, Musarat, and Kulsoom Bibi are both happily married and settled with their families. Presently the great warrior of PAF is passing a retired life in his hometown near Jhang where he is considered a great a hero and is highly respected by all.

Wrt Off Ghulam Abbass, TJ



Name:	Ghulam Abbass
Pak No:	60822
Trade:	GSO
Father's Name:	Najeeb Ali
Date of Birth:	2 Nov 1933
Place of Birth	Mohallah Farooqui, Chakwal
Date of Enrolment:	4 Dec 1952
Date of Retirement:	Jun 1979
Gallantry Award:	TJ

Early Life/Career: Born to Mr Najeeb Ali in Chakwal, the land of valiant soldiers, Ghulam Abbass became orphan at the age of eight. However, his mother showed great character after the demise of her husband and left no stone unturned in grooming and educating young Abbass. After passing his matriculation from Govt High School Chakwal, he started to assist a local lawyer in the district courts. Later on, he did FA from Govt College Chakwal. After joining the PAF in 1952, he completed the initial training and was posted to PAF Base Sargodha where he stayed for about two years. After undergoing a three-month driving course at Kohat, Ghulam Abbass was posted to No 242 Mobile Observer Unit, Sargodha and remained there for four years. During these years, Ghulam Abbass proved himself as a highly dedicated and motivated observer and was highly respected for these attributes by his superiors. He also remained in-charge of a wireless station in Peshawar for three years and efficiently discharged his duties. As the war clouds darkened in 1965, Ghulam Abbass was deployed in the war zone close to Pak India border.



Brief Description of Gallantry: During the initial days of 1965 war, Ghulam Abbass was deployed in the Khem Karan sector, near Qasur (Pak India border). His prime job was to operate a PAF observation unit and keep the authorities informed of enemy movement well in time. Determined Ghulam Abbass kept the vigil literally day and night and acted as "the eyes and ears" of PAF.

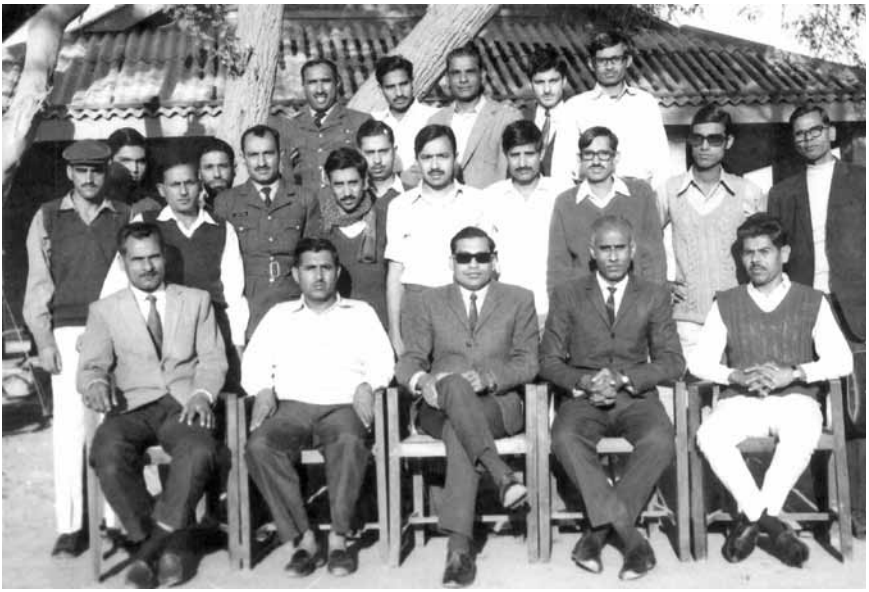
As the hostilities between the two arch-rivals intensified, the Indians started to shell the Khem Karan sector indiscriminately. The area was pounded with incessant shelling for seven consecutive days and on 11 Sep 1965, shells started to land very close to Ghulam Abbass's position resulting in damage to the post and the equipment. Personnel of a Pak Army artillery unit, deployed nearby, advised Ghulam Abbass to abandon the post and retreat to safety; however, he refused. The deafening sound of the landing shells and the looming danger was enough to quake the hearts of even the very brave, but Ghulam Abbass stayed put. He instead, sought help from the army men to rebuild his damaged equipment and managed to successfully repair the equipment to an extent that it started to re-function. To keep the power generator running, Ghulam Abbass had to carry fuel in a bottle from the army unit, located at the rear, to his observation post escaping death each time he went out to venture. He utilised every available resource in keeping the post in operation and continued to pass on vital information from his "make shift" observation post. He remained undeterred, showed lots of courage in manning the post against all odds and continued with his assigned duties until the ceasefire.

Citation of Gallantry Award: "Cpl Tech Ghulam Abbass was NCO i/c of a unit during 1965 War. He was ordered to deploy his unit in the Kasur sector. When he reached there, the army personnel advised him that the area was not safe but he told them that this was his place of duty and he would execute the orders given by his superiors. On 10 Sep 1965, the enemy's artillery shells started falling within about 200 feet of his post but he continued carrying out his job without any fear. His personal example of devotion to duty and courage was a source of inspiration for his inexperienced subordinates and the unit kept on functioning perfectly. On 11 Sep 1965, the shells started falling within a few yards of his post but even this did not deter him from carrying out his duties. He told three of his men to sit in trench and the remaining two, including himself kept on manning the observation post and the observation seat. Thus his team continued functioning efficiently despite heavy shelling by the enemy. Cpl Tech Ghulam Abbass is, therefore, awarded with TJ. "



Career until Retirement: Later in his career Ghulam Abbass served at Karachi and Chaklala Bases. In 1978, Wrt Off Ghulam Abbass proceeded to Bahrain on deputation. On his return, he retired from service in 1979.

Family Details: Ghulam Abbass got married in 1952. He was blessed with seven daughters and one son. Kaneez Fatima was born in 1953 and is a housewife. Safia Nasreen was born in 1956 and is married to Wg Cdr Rehman (Shaheen Foundation). Shahida Parveen was born in 1960. Tahira Jabeen and Muneeza Yasmeen were born in 1962, Robeena Shaheen in 1967 and Shazia Kausar in 1975. They all are teachers by profession. Ghulam Abbass's only son Zahid Abbass was



Wrt Off Ghulam Abbass (sitting 2nd from right) along with fellow airmen at PAF Base Peshawar

born in 1972 who runs a medical store in Chakwal. Wrt Off Ghulam Abbass is the proud grandfather of Sqn Ldr Shoaib Rehman, a transport pilot currently stationed in PAF Base Nur Khan. Today Ghulam Abbass is passing an honourable life with his children and grandchildren and is considered a role model for his community.



Wrt Off Ghulam Abbass along with his family

Cpl Tech Omar Ali, TJ



Name: Muhammad Omar Ali
Pak No: 54291
Trade: GSO
Gallantry Award: TJ

Brief Description of Gallantry: Sep 1965 saw an unprecedented escalation of tension between India and Pakistan. In the wake of massive Indian military build-up across the border, PAF switched over to "high alert". Consequently, various PAF units were deployed at their wartime locations. Subsequently, Cpl Tech Omar, NCO i/c of a mobile observation unit (MOU), was attached along with his unit to a forward brigade of Pak Army at Chamb sector near Sialkot. Within no time, Omar's unit started to act as the "Eyes & Ears" of PAF. Before the outbreak of war, skirmishes on the border had already begun.

On 1 Sep 1965, while Omar was scanning the sky, he noticed four IAF Vampires attacking Pak Army units in the same sector. He immediately reported the requisite details of the intruding enemy planes to PAF Command. Resultantly, Sqn Ldr Sarfaraz Rafiqui and Flt Lt Imtiaz Bhatti scrambled from PAF Base Sargodha. In the ensuing dogfight, all the IAF fighters were destroyed. This was the first direct encounter between PAF and IAF before the outbreak of the war. With diligent observation and timely reporting, Omar had not only saved Pak Army units from destruction but also paved way for Rafiqui and Imtiaz to open the PAF's first account with four IAF kills.

On 5 Sep 1965, IAF launched a massive strike on Omar's MOU, shelling and strafing it incessantly. Disregarding his personal safety, Omar stood firm at his post and kept reporting the IAF aircraft to PAF authorities, which proved very vital for PAF's counter strike missions. Many shells landed in close proximity but Omar's firm resolve to perform his duty even in extreme danger did not falter.

Citation of Gallantry Award: "During the War, Cpl Omar Ali was NCO i/c of a unit attached to a forward Brigade. In spite of frequent strafing bombing and shelling by the enemy, Cpl Tech Ali performed his duties most efficiently. His unit

was one of the first to report the four enemy Vampire aircraft, which were shot down on 1 Sep, 1965. On 5 Sep, 1965, his unit was strafed by four enemy Hunters and Cpl Tech Ali continued to work along with his operator when everyone else had taken cover. He remained unconcerned about his personal safety and went on performing his duties even under enemy fire. His outstanding courage and devotion to duty was a great source of inspiration to his subordinates."

Chapter 5

Decorated Shaheed of 1971 War

Plt Off Rashid Minhas, NH



Full Name:	Rashid Minhas
Pak No:	5602
Father's Name:	Abdul Majeed
Date of Birth:	17 Feb 1951
Place of Birth:	Karachi
GD(P) Course:	51 GD (P)
Date of Commission:	14 Mar 1971
Date of Shahadat:	20 Aug 1971
Gallantry Award:	NH

Early Life/career: Born in the metropolitan city of Karachi, Rashid belonged to the famous Minhas clan of Rajputs. Before partition of sub-continent, his ancestors had moved to Gurdaspur (India) from Jammu and Kashmir. His father Mr Abdul Majeed grew up in Gurdasapur. On the eve of independence, amidst turmoil and bloodshed the family migrated to Pakistan and settled near Sialkot. Rashid spent his early childhood in Lahore. Later his father, a civil engineer in MES, moved to Rawalpindi owing to service exigencies. Young Rashid had his early education from St Mary's Academy Rawalpindi. During school days, he was known to be a studious and hardworking student. Since his early childhood, he was fascinated by aviation history and technology. He had a great passion for aero-modelling and used to spend his entire pocket money buying the aircraft models especially those of fighter jets.





Since childhood, he wanted to join the armed forces of Pakistan. His school days diary records indicate the same. On 7 Aug 1965, he wrote in his diary: "Today I promise from my heart that out of three defence forces I will definitely join any one." His parents on the other hand were ignorant of his hidden passion as his father always wanted him to become an engineer.

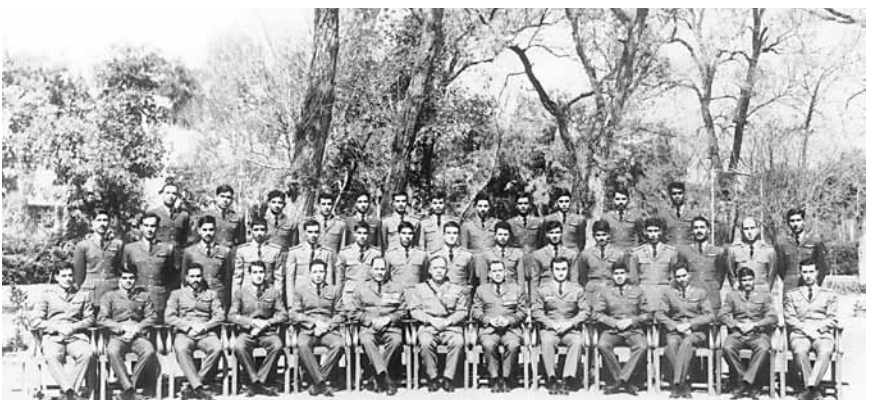


However, before sighting the eagerness of his young son, he had no other option but to surrender.

Rashid completed his O and A levels with distinction at the age of 18 and joined PAF College Lower Topa for initial training. During Lower Topa days, he displayed extraordinary skills in literary activities and emerged as a promising orator. After training at Lower Topa, he joined 51 GD (P) course at PAF Academy Risalpur in Aug 1969 . At the Academy, his passion for flying saw no limits. He did his primary and basic flying training on Harvard and T-37 aircraft respectively and showed great promise.

14 Mar 1971 was the historic and proud day in the life of young Rashid Minhas. On this memorable day, he earned his wings and became the Plt Off of PAF. After spending few days with his family, Rashid went for the conversion course on T-33 aircraft at Masroor. Unaware what the destiny had in store for him, Rashid started with flying training at No 2 Sqn.

Brief Description of Shahadat: On 20 Aug 1971, at around 1100 hrs, Rashid got ready to take off for his second solo flight in a T-33 jet trainer. He started his



Plt Off Rashid Minhas (standing 4th from right, last row) at his graduation ceremony

engines and completed the checks, the ground crew gave 'thumbs up' (signal to taxi out) and saluted him. As Minhas was taxiing toward the runway his Bengali instructor pilot, Flt Lt Matiur Rahman, came on the taxiway and signalled him to stop. Thinking that his instructor might want to give some last minute instructions, Minhas stopped the aircraft. Mati climbed into the instructor's seat, the jet took off and turned towards India.

Soon the radio at Masroor Control Tower came alive and Minhas informed that he was being hijacked. The air controller requested him to resend his message and confirm that it was hijacking. The events that followed later were the tale of great courage and patriotism. In the air, Minhas struggled physically to wrest control from Rahman; each man tried to overpower the other through the mechanically linked flight controls. The instructor wanted him to fly to India; however, the determined Rashid was not ready for it. The ferocious struggle continued for minutes and as the aircraft neared the Indian border, Rashid Minhas knew what he was supposed to do. He knew that the honour of his country was far greater than his precious life. Some 32 miles (51 km) from the Indian border, Rashid Minhas deliberately put the aircraft down and crashed near Thatta.





Flt Cdt Rashid Minhas (standing 1st from right) during camping at Lowertopa



An outstanding orator at PAF Academy



Flt Cdt Rashid Minhas (standing 4th from left) at PAF Academy Risalpur



Flt Cdt Rashid Minhas (standing 2nd from left) along with his course mates at PAF Academy Risalpur

Rashid Minhas rendered supreme sacrifice for the honour of the country and became a national hero. Later investigation showed that Rahman intended to defect along with the jet trainer to India to join his compatriots in the Bangladesh. Minhas was posthumously awarded Pakistan's top military honour, the NH, and became the youngest man and the only member of the Pakistan Air Force to win the prestigious gallantry award. (Copy of Gazette Notification of award of 'NH' to Plt Off Rashid Minhas placed at Appendix 'E'.



Citation of Gallantry Award (NH): "On the morning of Friday 20 Aug 1971, Plt Off Rashid Minhas, a pilot still under training, was in the front seat of a jet trainer, taxiing out for take off. An instructor pilot from the same unit forced his way into the rear cockpit, seized control of the aircraft and having taken off, headed the aircraft towards India. With just some 40 miles of Pakistan territory remaining, Minhas had only one course open to him to prevent his aircraft from entering India. Without hesitation and living up to highest traditions of the Pakistan Air Force. Rashid Minhas tried to regain control of his aircraft but finding this to be impossible in the face of the superior skill and experience of his instructor, forced the aircraft to crash at a point 32 miles from the Indian border. In doing so, Plt Off Minhas deliberately made the supreme sacrifice for the honour of Pakistan and service to which he belonged. For this act of heroism beyond the call of duty, the President of Pakistan is pleased to award the NH to Plt Off Rashid Minhas."

After his Shahadat, Rashid Minhas was honoured as a national hero. The former C-in-C, Air Marshal Asghar Khan and the then C-in-C, Air Marshal Rahim Khan were greatly moved by the tragic demise of the Shaheed. They in their separate letters to Rashid's father condoled the death of his son and greatly acknowledged the supreme sacrifice made by the young hero (Copy of letters placed at Appendix 'F'). In his memory, Pakistan Air Force Base at Kamra was renamed as PAF Base Minhas. In Karachi and many other cities of Pakistan, the major boulevards have been named after the great warrior. In Dec 2003, Pakistan Post issued a two-rupee postage stamp bearing his image. 500,000 such tickets were printed and were sold out within days.

Family Details: Rashid's father passed away during a tragic road accident in 1987. His mother Rashida Minhas, is a pious and religious lady who groomed her children with full devotion. She is presently living with her son Anjum Minhas at Karachi.

Rashid Minhas had two brothers and four sisters. His eldest brother Rahat Majeed is married and presently settled in Canada. Rukhsana Minhas is a foreign qualified, writer by profession and at present settled in UK. She writes extensively for international magazines and journals. Farzana Minhas is married to Maj Gen (Retd) Waqar ul Haq Khan and is settled at Rawalpindi. She had recently retired after rendering long service at PAF College for Women Chaklala (Nur Khan). Rashid's sister Farida Minhas is married to Maj Gen (Retd) Nasir, a proud recipient of SJ of 1965 War. The family is presently settled at Lahore. Anjum Majeed Minhas is a banker by profession, currently working with Askari Bank. He is residing in Karachi, looking after her ailing old mother. Youngest Gul Rana is married and settled in USA.

Wg Cdr Mervyn Middlecoat (Shaheed), SJ with Bar



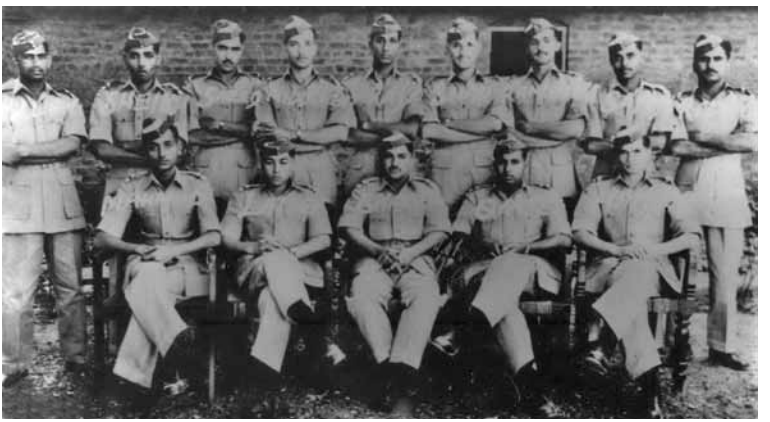
Name:	Mervyn Leslie Middlecoat
Pak No:	3550
Father's Name:	Walter A Duckworth
Date of Birth:	6 Jul 1931
Place of Birth:	Ludhiana, India
GD(P) Course:	16 GD (P)
Date of Commission:	2 Feb 1954
Date of Shahadat:	12 Dec 1971
Gallantry Awards:	SJ (1965), SJ with Bar (1971)

Early Life/ Career: Mervyn Lesley Middlecoat was born in a train as it stopped in Ludhiana while travelling to Lahore from Delhi on a warm Jul morning in 1931. This was to be his destiny: to move from one point in time to another; to shuttle between one expedition and another. His father was an Anglo-Indian railway officer by profession who passed away when little Mervyn was only two years old. Mervyn grew up in Lahore and received his early education at Saint Anthony School. After having a short stint of few months at prestigious Burn Hall College at Abbottabad, he joined PAF in 1951. Very early on, he shined 'bright' among his contemporaries. As he passed out with 16 GDP Course in 1954, he won the Best Performance Trophy in ground subjects — a great honour for promising flight cadet. Flt Lt Middlecoat was also the gratified member of PAF's 'Falcon' aerobatic team, which on 2 Feb 1958 under the leadership of great Zafar Masud, created an enviable world record in the history of aviation. On this historic day, 16 Sabre aircraft pulled up a spectacular loop during an aerial display held at Mauripur, Karachi. In 1958, Middlecoat did FLS (Fighter Leaders School) course at Mauripur and emerged as a promising commander of PAF. Later, he served the No 5 and No 9 Sqns as Flt Cdr.

With the start of 60's, under the charismatic leadership of Air Mshl Asghar Khan, PAF grew to full maturity. Pakistan became the member of CENTO and SEATO and defence treaties were signed. PAF had by now repeatedly tested itself in combat exercises and other skills in flying and maintaining all the new aircraft, weapons, radars, and communication gear. In May 1961, PAF leadership inducted the first Mach 2 fighter aircraft, the F-104. Wg Cdr Leslie was among the pioneering few who were selected to fly the new weapon system and went to USA

for advanced training on the new aircraft. He was the first pilot along with Sqn Ldr Sadruddin who ferried the first pair of F-104 from Faisal to Sargodha.

Aerobatics and Middlecoat were synonymous to each other. He was also the proud member of 'Sabre 9' aerobatic team formed under the leadership of Wg Cdr Anwar Shamim. The other members of this formidable team were legendary Sarfraz Rafiqui, Muniruddin, MM Alam, Yusuf Ali Khan, and Yunus Hussain. The striking feature of this team was that seven out of nine pilots of this team were awarded with SJ during 1965 War. The team performed on numerous ceremonial events and earned worldwide fame.



Flt Cdt Middlecoat (standing 4th from left) along with his course mates at Risalpur



Wg Cdr Middlecoat (3rd from left) along with Air Mshl Asghar Khan (C-in-C, PAF) and fighter pilots of No 9 sqn at Sargodha

Participation in 1965 War: The 1965 War was a difficult time for the young nation. It not only brought Pakistanis face to face with their greatest fears, but it also brought to the surface the palpable presence of heroes. One such hero was the courageous Sqn Ldr Mervyn Middlecoat, who was commanding the elite No 9 Sqn equipped with F-104's, when the War broke out in first week of Sep 1965. The Sqn was assigned with the precious and vital task of photo reconnaissance deep inside enemy territory, along with Air Defence of Pakistan. Another important task for the Starfighters was the interception of intruding IAF Canberra bomber aircraft. The only potent weapon available to PAF was the F-104, as it could fly the night interception missions and could pose threat to IAF bombers. After 1 Sep, the F-104s were extremely active in Air Defence and Air Superiority Operations. Out of 246 missions flown by F-104s during hostilities, 42 were at night against the IAF Canberras. Middlecoat was highly enthusiastic about these night interception sorties and flew many such missions. The first positive encounter between a Canberra and PAF night fighter took place on the night of 13/14 Sep when a Star Fighter flown by Middlecoat from Sargodha intercepted a Peshawar intruder during its high-level exit. The Sakesar radar carried out the interception. As Middlecoat arrived at the position directed by the radar, nothing was visible in the pitch-dark night. Middlecoat carried out a completely blind interception and was vectored about half a mile behind the intruder by the Sakesar radar. On arriving at the directed position, he fired his lethal sidewinder. Missile tone indicated acquisition of the target, and seconds later an explosion was seen at a range of about 4000 feet. It was an indication that the impact or proximity fuse of the sidewinder had fired, and the Canberra was assumed to have been destroyed, although confirmation was not possible since the encounter took place over the Indian Territory.



Sqn Ldr Middlecoat (standing 3rd from right) along with fighter pilots of No 9 sqn during 1965 War at Sargodha

Middlecoat also flew daring photo recce missions deep inside enemy territory. He flew with great courage and produced some extra ordinary results. The intelligence gathered by him while flying these missions was of great importance to PAF and Pak Army in assessing the battlefield.

Citation of Gallantry Award: "Sqn Ldr Middlecoat's performance during the operations has been outstanding both on the ground and in the air. He worked continuously with no regard to fatigue and much beyond the call of duty. He kept the morale of the Sqn very high and guided his pilots in a highly professional manner. He flew 17 air defence sorties and 3 photo sorties over the forward bases.

For his leadership and devotion to duty Sqn Ldr Mervyn Leslie Middlecoat is awarded SJ."

Participation in 1971 War: There was never a dull moment in the life of Wg Cdr Leslie. Prior to the 1971 War, Mervyn was commanding the No 26 Sqn, deployed at Peshawar Base, before going on a course to Jordan when War broke out once again in 1971, he immediately returned to Pakistan to fight alongside his comrades. On return, he was assigned to attack the heavily defended Indian Air Base, Jamnagar.

Brief Description of Shahadat: On the morning of 12 Dec, Middlecoat along with his wing man Tariq Habib planned the mission meticulously. They discussed the minute details of the attack, studied the enemy defences and prepared the route well. After take off, the two Star Fighters, initially flew at high level under the cover of Badin radar and while entering the hostile territory, descended to deck level. Buzzing at tree top height, the formation reached the target on planned TOT and pulled up for the attack. After strafing aircraft parked on the runway, Middlecoat and his wing man were forced to abort their mission after two IAF MiG-21 aircraft from No 47 Sqn bounced them. Middlecoat quickly reduced altitude, and maintained high speed. Within moments, one of the MiG's fired its lethal sidewinder. He managed to deflect the missile with superior aircraft handling and continued to exit the area. Subsequently, however at a range of just 300 meters another missile fired at him at close range shot him down. He bailed out over the Gulf of Kutch. However, his remains were never found. He was declared missing in action initially and was posthumously awarded a Bar to SJ.

Family's Agony: For five long years, the martyr's wife and daughter waited for him at 57/II Khyber Road, the home they shared with Mervyn at the Peshawar Base, in hope and anticipation of his miraculous return. They would make sure that his clothes were ironed and his slipper placed in front of the bathroom — as if he would walk through the door any minute. However, he did not return. Slowly and gradually their hope faded out into grief.



Sqn Ldr Middlecoat with Air Mshl Nur Khan (C-in-C, PAF) minutes before proceeding on a mission during 1965 War at Sargodha

Citation of SJ with Bar (1971): "On the outbreak of War on 3 Dec 1971, Wg Cdr Mervyn L Middlecoat was on a training visit abroad. He returned to Pakistan immediately and joined operations with such keen interest that he inspired all Sqn

pilots. The day after his arrival, he was detailed on a strike mission to the heavily defended Jamnagar airfield. While returning after the successful mission he was engaged by 2 enemy MiG-21s. In the encounter, an enemy missile hit his aircraft. He was heard to be ejecting in Indian territory and was officially declared missing in action. For his devotion to duty, determination, and courage he is awarded a Bar to the SJ."

Family Details: On 27 Sep 1957, young Mervyn married Jane, the daughter of a Christian Anglo-Indian family from Karachi. The couple was popular and happening, known for being attractive, cultured, and well liked throughout the PAF. They were often chosen as hosts, alongside the Air Chief, for the official guests of the Air Force. An addition to this dashing family came when, on 21 Oct 1959, a daughter named Leslie Ann Middlecoat was born to the couple.

Jane Middlecoat passed away on 27 Jun 2011 after years of fruitless waiting for his warrior husband. Their daughter Leslie recalls that whenever her relatives would call and insist that she move abroad with her daughter, her reply would always be the same, "This is my country."

As for Leslie, she has never forgotten the words her father spoke to her when she was eight. "I cannot leave my country," she says to this day. "I must uphold the pole which hoists the white part of Pakistan's flag, so that the green part can continue to remain high in free air till the end of time."

As an officer and a gentleman, Mervyn set the bar high when it came to moral standards. He was a fearless warrior but was soft spoken when it came to personal interactions. The great hero would be remembered as the true son of Pakistan who sacrificed his precious life while defending the honour of his beloved country. For his supreme sacrifice, he was awarded with 'Bar to SJ', a rare honour which only legendary M M Alam could match in the PAF.



Sqn Ldr Middlecoat (1st from left) with Wg Cdr Anwar Shamim and other fighter pilots during 1965 War

Wg Cdr S M Ahmed (Shaheed) SJ, SBt



Full Name:	Syed Muhammad Ahmed
Pak No:	3731
Father's Name:	Syed Abdul Hafeez
Place of Birth:	Lucknow India
Date of Birth:	30 Oct 1930
GD(P) Course:	22 GD (P)
Date of Commission:	17 Jun 1956
Date of Shahadat:	4 Dec 1971
Gallantry Award:	SJ

Early Life/Career: Born in religious family of Lucknow, Syed Ahmed was a pious, humble, and promising young man with strong religious beliefs. He learnt the Quran by heart at a stunning young age. His father Syed Muhammad Hafeez was a well-known social activist of Lucknow who played an instrumental role during Pakistan Movement. Ahmed did his matriculation from Delhi College and migrated to Peshawar with his family on the eve of Independence. In 1952, he did FSc from Islamia College Peshawar with flying colours. Kind-hearted Ahmed joined RPAF College Risalpur in 1954 and graduated as a fighter pilot on 17 Jun 1956. After graduation, he got his first posting to No 26 Sqn, based at Peshawar. He also did his Flight Safety Course from USA during that time. On his return, he was posted at No 18 Sqn based at Mauripur.

Syed M Ahmed proved his mettle in air combat early in his career and soon became the member of elite Sabre aerobatic team of PAF. He was a proud member of the famous 'Sabre 16' formation aerobatic team, which made a world record in 1958. Owing to his humble nature and firm religious beliefs, he was known by the name of 'Peer Ji' among his comrades. He also served as Instructor pilot at Risalpur and was well known for his unique instructional techniques, and composed personality.

Participation in 1965 War: Syed Muhammad Ahmed was the Flt Cdr of No 18 Sqn under the leadership of legendary Alauddin Ahmed as Sqn Cdr, during 1965 War. Alongside his courageous commander, he not only trained the under command fighter pilots for War but also led them from the front by actively participating in the operational missions. He flew 19 operational missions from 6 to 19 Sep

1965. During one of the strike missions on 19 Sep 1965, his aircraft received severe damage by enemy gunfire and he was also seriously wounded. However, he kept calm and very courageously manoeuvred his damaged aircraft out of the battle area and landed safely in Peshawar. Throughout the War, he remained a source of inspiration for the young pilots and motivated them to do their best for the country. After the cease-fire, his services in 1965 War were acknowledged and he was awarded with SBt.



Flt Cdt Ahmed (sitting 3rd from left) along with his course mates of 22 GD(P) course at Risalpur

Citation of Gallantry Award: "Flt Lt Syed Muhammad Ahmed flew a total of 19 ground support operational missions from 6 to 19 Sep 1965. On 19 Sep 1965, his aircraft was badly damaged by the enemy ack-ack during a raid against a heavily defended enemy target. The pilot displayed extreme coolness, presence of mind, and determination and managed to bring the crippled aircraft back to base. His controls unfortunately jammed on the final approach and he was seriously injured while landing. During the entire period of the War, the officer volunteered to fly every operational sortie that was available. His enthusiasm and keenness was a source of inspiration for the officers around him and, considering the fact that he was not employed on full flying duties before the start of the hostilities, his performance throughout had been outstanding and highly commendable. His aggressive manner of attacking enemy targets was most inspiring and contributed significantly towards the destruction of each target that was assigned to his formation. For his outstanding devotion to duty and courage, Flt Lt Syed Muhammad Ahmed is awarded SBt."

After the War, Ahmed joined No 19 Sqn as Flt Cdr, under dashing Sajad Haider as the Sqn Cdr. Together with his bold commander, he played a key part in taking the sqn to No 1 slot in PAF. He worked day in and day out in training the pilots of his sqn. His hard work finally paid off when in 1967, No 19 Sqn won the inter Sqn



Sqn Ldr Ahmed (standing 3rd form left) alongside Sqn Ldr Sajad Haider, Air Mshl Nur Khan (4th from left) and pilots of No 19 Sqn at the conclusion ceremony of Inter Base Armament Competition at Mauripur in 1967. No 19 Sqn won all the prestigious awards of the competition.

Armament Competition and Flt Safety Trophy. One of his budding fighter pilots, Flg Off Aliuddin also won the 'Sher Afgan' Trophy during the competition. After successful tenure at No 19 Sqn, Ahmed joined the elite No 14 Sqn at Dacca, where he finally attained the highest honour, the 'Martyrdom'.

Participation in 1971 War: Among the great sagas of heroes who blazed trails of daring and valour during the 17 day Indo-Pakistan War, the story of PAF pilots in East Pakistan stands as a symbol of professional perfectionism, cool courage, and dedication to duty. The handful of men at Dacca accepted the gauntlet thrown by the numerically much superior Indian Air Force in West Bengal and Assam with boldness and gave a befitting reply to the enemy.

Wg Cdr Syed Muhammad Ahmed was also the member of this courageous group, which gave the enemy a tough fight against all odds during the opening round of the War. He was serving as Staff Operations Officer at Dacca, when the war broke out in Dec 1971. Though he was not required to fly the operational missions, he always looked for an opportunity to get into action. He alongside his Base Cdr, devised a workable tactics to defend the base against enemy attacks.

Brief Description of Shahadat: On the night of 4 Dec 1971, in the wake of the PAF opening salvos in the West, IAF Canberras attacked Tejgaon airfield as many as 5 times but fortunately, all their bombs fell wide off the marks and no damage was done. By first light the next morning, PAF Sabres were launched to intercept any incoming IAF bombers. The first two landed without any contact with the IAF

raiders. At about 0730 hrs the third pair led by Wg Cdr Ahmed got airborne with Flg Off Rashidi as wing man. Though not programmed or required to fly, Ahmed had insisted to fly this mission. Soon he got airborne and found his formation in the thick of battle with 4 IAF Hunters, joined minutes later by some MiG-21s and Su-7s. Though out-numbered, Ahmed fought brilliantly and shot down one of the intruding Hunter in seconds. In the melee, the Hunters' leader shot down Ahmed's F-86, forcing him to eject 5 miles from Kurmitola. Despite an air and ground search, he was never found. Rashidi, in the meanwhile, successfully extricated himself from the 'one-versus-several' situation just as another pair of PAF F-86s, comprising Sqn Ldr Afzaal and Flt Lt Saeed, was engaging three Hunters, a few miles away. Another Hunter immediately set upon both Afzaal and Saeed. After putting up a stiff fight, Saeed was also shot down. Only minutes later Afzaal had avenged this loss by chasing a MiG-21 and shooting it down. Although Saeed had ejected safely, he too was never found; reportedly, Mukti supporters took both Saeed and Ahmed away. Although the remains of the great warriors were never found, however their heroics for Pakistan would remain for all times to come.

Citation of SJ: "On 4 Dec 1971, one of our combat air patrols over Dacca was engaged by an enemy formation. With the arrival of more enemy aircraft, the patrol was heavily out-numbered and the leader gave a call for help. Wg Cdr Ahmed was immediately airborne and his timely intervention enabled the patrol to return safely to base. In the encounter, an enemy aircraft hit Wg Cdr Ahmed's aircraft and he was heard to be ejecting in territory occupied by the rebels. He was officially declared missing in action. For his personal example, courage, and devotion to duty, he has been awarded the SJ."

Family Details: Syed M Ahmed married Ada Ahmed on 22 Jun 1957 at Karachi. They were blessed with two sons. The elder Masood Ahmed, born on 13 Jul 1960, pursued his career in PIA as Captain. Syed Shoaib Ahmed, born on 11 Apr 1962 is a businessperson settled in USA.



Sqn Ldr Ahmed (2nd from left) during a social gathering held at PAF Officers' Mess Peshawar (1964)Risalpur

Sqn Ldr Khusro (Shaheed), SJ



Full Name:	Khusro Shahdani
Pak No:	3819
Father's Name:	Dr Wajahat Hussain Shahdani
Place of Birth:	Rampur, India
Date of Birth:	8 Jan 1935
GD(P) Course:	25 GD (P)
Date of Commission:	17 Jan 1958
Date of Shahadat:	6 Dec 1971
Gallantry Award:	SJ

Early Life/Career: Born in a literate family of Rampur India, his father Dr Wajahat Hussain was a renowned Urdu poet, writer, and scholar who served as Professor of Urdu literature at Dacca University. His beautiful "ghazal" has been سرکتی جائے ہے رخ سے نقاب آہستہ آہستہ sung by many famous singers in the Subcontinent. Khusro received his primary and secondary education from Raza Inter College Rampur and later did his Bachelors from Dacca University with flying colours. Khusro was also an active member of University Air Sqn and completed initial flying training on gliders. He joined RPAF College Risalpur on 15 Oct 1956 with a passion to become a fighter pilot of PAF. On his graduation day, he not only earned his wings but also clinched the coveted Best Pilot Trophy. After graduation, Khusro did his jet conversion on F-86 aircraft from Mauripur and got his first posting in elite No 14 Sqn. Owing to his superb flying skills, he spent no time in proving his mettle in the Sqn. Later in his career, with the arrival of B-57 aircraft, he got himself converted on the bombers and served in elite No 7 and No 8 Sqns. After doing FIS (Flying Instructor Course), he served the Academy as instructor pilot for couple of years and trained large number of potential fighter pilots who later proved their worth in Indo-Pak Wars. Khusro was a polite and intelligent officer who was full of humour and compassion. He was passionate about flying and always tried to achieve outstanding results.



Brief Description of Shahadat: In the beginning of 1971, Khusro got retirement from PAF and joined PIA as pilot of Fokker (F-27) aircraft. As the War broke out in Dec 1971, he volunteered to return to PAF to participate in the War. Such were the patriots who were always ready to sacrifice their lives to ensure the honour and solidarity of their nations. Since he had left recently and was still current to fly bombers, his request was honoured by the AHQ. The moment he ended up in his parent unit, No 7 Sqn, he spent no time in regaining the flying currency.
From 1 to 5 Sep 1971, he flew numerous bombing missions deep inside enemy territory and produced remarkable results. At times, he flew two consecutive missions a day against targets like Ambala, Halwara, and Jamnagar. On 6 Dec 1971, he was scheduled to fly a bombing mission to Jamnagar along with Sqn Ldr Peter Christie as navigator. After getting necessary briefing from the legendary Base Cdr Air Cdre Nazir Latif, they took off early in the morning. Initially Khusro flew along the coastline at high level, to conserve on fuel and after getting clearance from Badin radar dived to deck level while entering the enemy territory. That was his last radio call received by Badin radar. The gallant crew never returned home. It was later revealed that while returning after carrying out successful bombing mission at Jamnagar, their aircraft was hit by a surface to air missile and crashed in the enemy territory. They died with boots on and made the nation proud by sacrificing their precious lives in safeguarding the honour of their beloved homeland. Initially they were declared missing in action. AHQ made desperate efforts to determine the fate of resilient aircrew but to no avail. Their mortal remains were never found. They were finally declared Shaheed after the ceasefire and SJ was conferred on Sqn Ldr Khusro posthumously.

Citation of Gallantry Award: "Sqn Ldr Khusro had retired from the PAF but was recalled for the War. In spite of many personal problems, he showed great keenness, courage, determination, and fighting spirit. On 6 Dec 1971, he volunteered for bombing mission to Jamnagar airfield regardless of the consequences. He failed to return from the mission and was officially declared missing in action. His fighting spirit, determination, and devotion were an example to all aircrew of the unit. For his outstanding courage and devotion to duty, Sqn Ldr Khusro is awarded SJ posthumously."



Family Details: Khusro married Anjum, a child specialist serving in PIA. The couple was blessed with a daughter Huma, born in 1960. Her beloved father died when she was only eleven years old. Later in her career, she also became a doctor, married a medical specialist, and got settled in UK.

Sqn Ldr Aslam Chaudhry (Shaheed), SJ



Name:	Muhammad Aslam Chaudhry
Pak No:	3888
Father's Name:	Capt Ghulam Rasool (Retd)
Date of Birth:	14 Nov 1937
Place of Birth:	Shakargarh, Sialkot
GD(P) Course:	27 GD (P)
Date of Commission:	4 Jan 1959
Date of Shahadat:	10 Dec 1971
Gallantry Award:	SJ

Early Life/Career: Born in a military family of religious traditions, brown eyed, handsome Aslam was brilliant since early days. His father Capt Ghulam Rasool was a reputable officer of Royal Army and fought valiantly on the African front during WW-II. Being a strict disciplinarian, his father played a key role in the grooming of young Aslam. His elder brother Sqn Ldr Anwar Chaudhry was an outstanding navigator who embraced Shahadat in a tragic flying accident. He along with a team of six pilots crashed while evaluating an Mi-6 Helicopter at Gilgit. Keeping up the military traditions of the family, his younger brother Arshad Chaudhry also joined PAF and later rose to the rank of Air Mshl and retired as the VCAS. Aslam, who had passed matriculation exam with distinction from Islamia High School Shakargarh, joined FC College Lahore for acquiring higher education. With a passion to emulate the glory of his legendary father and Shaheed brother, Aslam joined PAF Academy Risalpur on 11 Feb 1956. During training at Risalpur, he was outstanding in flying and brilliant in sports. Aslam was a born athlete who won numerous competitions for PAF, and earned fame for his dazzling achievements in long jump events. Aslam's dream came true on 4 Jan 1959 when he earned the coveted flying wing and graduated as a fighter pilot. After completing fighter conversion course on F-86 aircraft, he joined No 15 Sqn. Flying came naturally to Aslam, and with utmost dedication and sincere hard work, he soon became the leading fighter pilot of the Sqn. After graduating from FIS (Flying Instructors School), Aslam remained associated with PAF Academy Risalpur for a long duration and imparted quality flying training to a large number of juvenile eaglets of PAF.

Tall, sturdy Aslam had a great passion for hunting and was a great shooter. He used to spend his spare time doing hunting at his native village Gumtala (Shakargarh). Aslam was a true Muslim, never missed a prayer, and had a



Flt Lt Aslam Chaudhry (sitting 5th from right) along with the instructor pilots of PAF Academy Risalpur (1970)



Flg Off Aslam Chaudhry (standing 3rd from right –first row) at the graduation ceremony of Fighter Conversion Course at Mauripur

great faith in the teachings of Islam. He was kind hearted, simple, pious, and straightforward with a passion to serve the country.

War experience: As the tensions between India and Pakistan mounted by the end of Nov 1971, Aslam was recalled from Risalpur and was attached to No 26 Sqn

to participate in the War. Although he started with a disadvantage in the Sqn as he had spent long time in training establishments and was a bit rusty; however, his exceptional flying instinct brought him back to business in no time. From day one, the resilient Aslam was the source of inspiration for the young pilots of the Sqn. He, being their mentor, motivated and trained them to fly the operational missions. Aslam was a keen flier and volunteered to fly maximum operational missions assigned to the Sqn. He was the proud member of the team of fighter pilots, which struck Srinagar airfield twice in broad day light and destroyed valuable enemy assets at the Base. Aslam loved to fly the close support missions especially in Chamb-Jaurian sector. On the morning of 7 Dec, he being the leader of two ship F-86 formation struck the advancing Indian armour at Chamb Jaurian sector and blew up scores of tanks, armoured vehicles and ammunition trucks.

Brief Description of Shahadat: On the morning of 10 Dec 1971, Sqn Ldr Aslam volunteered to lead a two-ship formation on an Army close support mission in Chamb Jaurian sector. Lately, as the War entered into a decisive phase and both the belligerent armies were trying their best to gain some territory, Aslam after carrying out necessary mission briefing took off with his No 2 and headed for the target. Climbing to higher level through the Dec chill, the formation flew over the stunning lush-green plains of Punjab. Scanning the area for intruders, the formation dashed towards the battle area. Entering the battle area with great speed, Aslam looked down and saw the two armies fighting head to head in the decisive battle in Chamb. He ordered his No 2 to check his guns and pulled up for the attack. The two aircraft pierced through the clear blue sky and leapt on the enemy. Aslam delivered his first attack and pulled up amidst the debris of blowing enemy tanks; No 2 followed. As they adjusted for another attack, Aslam saw six Hunters dashing towards his formation at supersonic speed. He immediately discontinued the attack, punched his drop tanks and commanded his No 2 to clear his tail as he went to engage the enemy. Soon his superior air combat tactics gave him an opportunity to sit behind the Hunter leader. Without wasting a moment, he opened a volley of fire from his lethal cannons, which struck the wing of enemy aircraft. Tumbling down, spewing thick black smoke the Hunter crashed. One down, it was time for him to settle score with another. He yanked back on his control column to get behind another but soon he realised that his formation was outnumbered. Dauntless by the dangerous situation, he decided to take on the enemy one by one and go down fighting. In the melee, a Hunter set on his tail and opened a barrage of cannon fire on his aircraft. He tried to fly his crippled aircraft but failed. Seconds later, he bailed out of the aircraft in the enemy territory. The great fighter pilot, an outstanding professional and caring father was gone.

Miles away from the tragedy at Chamb, Aslam's brother Arshad Chaudhry was busy safeguarding the aerial frontiers of motherland while flying a CAP mission; totally unaware of the tragic loss of his gallant brother. Soon the eventless CAP ended and he landed back at one of the forward operating bases of PAF. As he climbed down the cockpit of his aircraft, to his utter surprise, he saw his Station Cdr at the tarmac. With a heavy heart, in a sombre manner he broke the news of his brother's martyrdom at Chamb. The news fell like lightening on Arshad; he yet again had lost a beloved brother in the line of duty. Declining the offer made by the

Station Cdr to go on leave during these testing times, resilient Arshad decided to stick around. He thought that he might get a chance to avenge someday the awful loss of his beloved brother, while flying these routine CAP missions during War.



Sqn Ldr Aslam (3rd from right) during a Shikar trip in Shargarh area

Their valiant father took the news of martyrdom with pride and thanked Allah for bestowing such a great honour upon his family.

Citation of Gallantry Award: "Sqn Ldr M Aslam Chaudhry flew a total of fifteen missions since the outbreak of War. Out of the fifteen, seven were on air defence duties, six close air support, and two airfield strike missions. He had spent most of his service in training establishments. He had to start with a disadvantage in a fighter Sqn in comparisons to others. However, he was a keen pilot; as a result, he managed to polish up his fighter flying in a comparatively short time. He was always keen to fly section of two F-86s. While in Chamb sector, on a close air support mission, his flight was bounced by six Hunter aircraft. Being totally outnumbered, he was most probably shot down by one of them and has officially been declared missing in action. For his valour, courage and excellent performance he is awarded SJ."

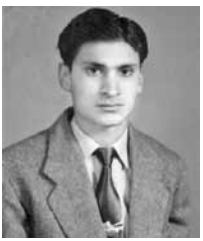
Family Details: Aslam married Bushra Parveen on 7 Apr 1963 and was blessed with two daughters and a son. Sumblina born in 1964 is married and happily settled with her family. Simab born in Jan 1967 is a doctor by profession, got married and settled in USA. Youngest Jawad born in Feb 1970 has been running his own business and is presently settled in Islamabad.

Sqn Ldr Ishfaq Qureshi (Shaheed), SJ



Name:	Ishfaq Hameed Qureshi
Pak No:	4096
Father's Name:	Abdul Hameed Qureshi
Date of Birth:	1 Oct, 1937
Place of Birth:	Sialkot
GD(P) Course:	28 GD (P)
Date of Commission:	3 Sep 1960
Date of Shahadat:	5 Dec 1971
Gallantry Award:	SJ

Early Life/Career: Ishfaq was born in a respectable Kashmiri family of Sialkot. His family later migrated and got settled at Peshawar. His father, Abdul Hameed



Qureshi was a Professor at Government College Peshawar. Ishfaq grew up in Peshawar and started his academic career from the reputed Edwards College. Aero modelling was the first love of young Ishfaq during college days. In pursuit of his passion, he joined the Shaheen Aero-Modelling Club and won the first prize in All Pakistan Aero-Modelling Competition in 1956. After college, he decided to take his passion to next level; flying the real planes. Without informing his father, he applied for joining PAF and excelled through the preliminary tests. Subsequently when his father came to know about the adventures of his passionate son, he was a little upset. However, being a visionary father, he later supported his decision and wished him luck while seeing him off to Risalpur. With a dream to fly the jets, tall and good-looking Ishfaq joined Risalpur in 1957. At the Academy, owing to his brilliant performance in flying, he was soon spotted for further flying training at USA. During his training at US Air Force Base Arizona, Ishfaq proved his mettle. He lived up to his brilliant reputation and won the Best Pilot Trophy at graduation. He also won the prestigious 'Top Gun Award', a rare honour for any foreigner. On return in 1961, he joined the elite No 19 Sqn and soon matured into a promising fighter pilot. He also had a short stint of a few months in the elite No 14 Sqn, flying the Sabre aircraft. In 1964, he did the conversion course on newly inducted C-130 aircraft. No 6 Sqn was the next stop in the short but

eventful career of Ishfaq. After spending a year in the Sqn, he was sent for bomber conversion at Mauripur. Flying the B-57s, soon became the passion of Ishfaq and he left no stone unturned in mastering this formidable aircraft. Ishfaq flew the B-57s for four long years at a stretch. His passion and love for flying saw no bounds and with extra hard work, he was on the top of his profession. Later in 1970, he did FIS and remained associated with flying wing, imparting training to young flight cadets of PAF at Risalpur.



Brief Description of Gallantry: In the beginning of 1971, Ishfaq got release from PAF and joined PIA as pilot. As the clouds of War gathered in late 1971, his conscience did not allow him to continue with commercial flying and he volunteered to return to PAF. Since he had left recently and was still current to fly, his request was honoured by the AHQ. Receiving clearance, eager and passionate Ishfaq joined the Bomber Wing at Mauripur in the last week of Nov 1971. By the time he flew his first check mission on B-57, the War had become imminent.



As the War broke out in the first week of Dec, the B-57 force was divided into two groups. The larger group operated from Mianwali with Wg Cdr Yunus as the commander. The smaller group operated from Masroor with Wg Cdr Akhtar as the Officer Commanding. Sqn Ldr Ishfaq remained at Masroor. On the night of 3 Dec, he was tasked to fly a bombing mission to Jamnagar. He successfully accomplished the mission and produced outstanding results.

On the night of 4/5 Dec, Ishfaq, along with his able navigator Flt Lt Zulfiqar, was detailed to carry out a bombing mission against the Jamnagar airfield. The resilient crew prepared the mission well. They studied the route, weather, terrain and most importantly, the defences employed at the Base. Jamnagar had some formidable defence systems supported by heavy ack ack guns and a battery of newly inducted Russian origin SAMs. Undaunted the courageous crew took off around midnight. Zulfiqar navigated the aircraft to target with pinpoint accuracy. Initially they flew at high level and later descended to deck level while entering the Indian territory. The courageous duo carried out the mission but never returned. They were probably shot down by the anti-aircraft guns deployed at the target and were declared missing in action. Later after the War, when all the efforts to locate them were exhausted they were declared 'Presumed Dead' and were awarded with prestigious SJ for their extreme courage and bravery. The sons of Pakistan embraced shahadat for the honour of their beloved country. It has been, perhaps, said for the courageous people like Sqn Ldr Ishfaq Qureshi, "Courageous men must die so that nation may live."

Citation of Gallantry Award: "Sqn Ldr I H Qureshi was recalled from PIA for operational flying with a B-57 Sqn. From the onset of hostilities, he displayed distinct qualities of patriotism and aggressiveness to achieve positive results. This was a source of inspiration to other aircrew. Unfortunately, he was unable to return from his second mission of the War on 5 Dec 1971. Ishfaq displayed exceptional determination and tenacity under very adverse conditions that existed at his Base from 4th morning of Dec till the night. He went for his last mission. For his dedication, courage and display of excellent fighting spirit he has been awarded SJ."

Family details: Sqn Ldr Ishfaq was a strikingly handsome man from Peshawar; a product of typical Peshawari culture, with raw humour and direct approach to life. There was nothing artificial about him. He enjoyed jovial reputation among his seniors and juniors alike. He loved to talk and narrate his experiences in typical Hindku dialect. Somewhat naughty and ever-ready to pull a fast one, he was loved by his colleagues, in fact by everyone. At the same time he was a daredevil flier, meticulous in approach and with a kind heart.



Ishfaq married Naseem Durani on 26 Sep 1964 at Peshawar. Mrs Ishfaq was and still is one of the prettiest women of PAF. She always retained her lady-like quiet and tranquil countenance with a shy smile on her face. Together they made a beautiful couple.

Days following the Shahadat of Sqn Ldr Ishfaq were the testing times for the family, especially for Mrs Ishfaq. She was widowed in her twenties with two young boys. Many of his family members and colleagues in PAF advised her to remarry. There could have been no shortage of well-placed suitors but she did not; she is a living example of dignity and honour.



Amer and Adil with their proud mother, Mrs Naseem Ishfaq

For three long years, she waited for her husband with a hope that he may turn up one day, as he was declared Missing in Action initially. All her hopes exhausted in 1974, when she was told by an official wire, that he was presumed dead during the War and attained Shahadat in the line of duty. Mrs Naseem showed great character after the Shahdat of her beloved husband and left no stone unturned in raising the family in a befitting manner. She toiled hard to make Ishfaq's sons useful and proud members of society. Today her hard work, spanning, decades has finally paid off. Her elder son, Amer, is an executive working in a multinational at UAE. Younger is a banker and presently serving as Vice President of reputable bank at Islamabad.

Sqn Ldr Peter Christie (Shaheed), SJ



Name:	Peter Christie
Pak No:	4146
Father's Name:	Maula Bux Christie
Date of Birth:	26 Jun 1937
Place of Birth:	Drigh Road, Karachi
GD(P) Course:	31 GD (P)
Date of Commission:	28 Jan 1961
Date of Shahadat:	6 Dec 1971
Gallantry Award:	SJ

Early life/Career: Born in a Roman Catholic family of Karachi, Peter Christie received his primary education at Saint John School Drigh Road Karachi. He did his matriculation and FSc from Saint Patrick's in 1956 with flying colours. Christie joined PAF College Risalpur on 29 Jan 1959 and graduated as an operational navigator on 28 Jan 1961. He got his first posting to No 6 Sqn and flew Bristol Freighter and C-130 aircraft during his early career. Later he remained in elite No 7 and No 8 Sqns of PAF equipped with B-57 bomber aircraft. Christie was well known in PAF for his great sense of humour and lively personality. His seniors and juniors loved him alike for his charismatic disposition.

Participation in 1965 War: During the War, Flt Lt Christie flew various operational bombing missions as a navigator on B-57 Canberra aircraft. His precise navigation to enemy airfields like Ambala, Halwara, Adampur, and Jamnagar produced excellent results. He also remained involved in the planning of various bombing missions carried out by No 8 Sqn during the War.

Brief Description of Shahadat: In the beginning of 1971, Christie got retirement from PAF and joined PIA as pilot of Fokker F-27 aircraft. As the War broke out in Dec 1971, he volunteered to return to PAF and landed to the bomber cockpit once again serve to the motherland.

He joined the No 7 Sqn at Mauripur, got flying currency in no time on the B-57 Bombers and started preparing for the assigned missions. From 1 to 5 Sep 1971, he flew numerous bombing missions deep inside enemy territory and produced

remarkable results. At times, he flew two consecutive missions a day against targets like Ambala, Halwara, and Jamnagar.

On 6 Dec 1971, Christie was scheduled to fly a bombing mission to Jamnagar along with Sqn Ldr Khusro. The crew had already flown a strike mission the previous night. After getting necessary briefing, they took off from Mauripur in the formidable bomber, never to return. It was later revealed that while returning after carrying out successful bombing mission at Jamnagar, their aircraft was hit by a surface to air missile and crashed in enemy territory. They died with boots on and made the nation proud by sacrificing their precious lives in safeguarding the honour of their beloved homeland. Initially they were declared missing in action. AHQ made desperate efforts to determine fate of the resilient aircrew but to no avail. Their mortal remains were never found. They were finally declared Shaheed after the ceasefire and SJ was conferred on both the officers posthumously.

Citation of Gallantry Award: "Sqn Ldr Peter Christie was on deputation to PIAC when he was recalled for war duties. He showed great keenness to fly, and in spite of overwhelming family responsibilities, he was ever willing to take on any mission at any odd hour of the day or night. He was completely devoted to the task in hand. His sense of humour under War conditions, his dedication to the cause of the country and his personal courage contributed immensely to the Sqn's morale. On 6 Dec 1971, he was detailed as navigator for a bombing mission to Jamnagar. He could not return from the mission and was officially declared missing in action. For his personal example and complete devotion to duty, he is awarded SJ."



Family Details: Peter Christie married Dulcie on 5 Sep 1964. Duclie Christie is a courageous woman who took her life positively after the death of her gallant husband. She, being a role model for many, pursued her career in teaching at Fazaia School at PAF Base Masroor. She has recently retired as Vice Principal from this prestigious job. During her long and illustrious career, she imparted education to large number of students. Among her students are also some of the PAF officers, presently serving on various key appointments. She is blessed with one son and two daughters. The elder daughter, Charmaine is married and settled in Karachi. Nina is settled in Canada and leading a happy married life. The youngest son, Neil lives in Karachi with his mother and is presently pursuing his career in advertising.

Flt Lt Fazal Elahi (Shaheed), SJ



Name:	Fazal Elahi
Pak No:	4414
Father's Name:	Sardar Haq Nawaz Khan
Place of Birth:	D I Khan
Date of Birth:	1 Jan 1944
GD(P) Course:	37 GD (P)
Date of Commission:	10 Jan 1964
Date of Shahadat:	8 Dec 1971
Gallantry Award:	SJ

Early Life/Career: DIK (Dera Ismail Khan) born Fazal Elahi belonged to a reputable Sadozai tribe of Pashtuns. Fazal Elahi was the son of Sardar Haq Nawaz Khan, the political agent of DIK who enjoyed great respect among locals owing to his unflinching integrity. His father being an active member of Pakistan movement played a key role in resolving the Durand line dispute with Afghanistan. His maternal grandfather, Bahadur Muhammad Nawaz Khan was a key appointment holder in Kalat and had the singular honour of hosting Quaid-i-Azam during his historic visit to DIK. Brown eyed, handsome looking Elahi received early education at DIK and later joined PAF Academy Risalpur in 1961 with a dream to become a fighter pilot. At Risalpur, young Fazal gave all-round performance and excelled in both the curricular and co-curricular activities. He was an outstanding basketball player and a great athlete. After spending two eventful years at the Academy, Fazal earned his wings on 10 Jan 1964 and passed out as a promising fighter pilot of PAF. Fazal was posted to elite No 19 Sqn after completing his fighter conversion at Mauripur in 1965. The Sqn at that time was commanded by the legendary Sqn Ldr Sajad Haider, who played a key role in the grooming of young Elahi. During two eventful years at No 19 Sqn, Fazal literally stole the show in flying competitions and emerged as a true professional. His expertise in gunnery and air combat earned him great respect among his peers. Singing came naturally to Fazal and his melodious voice used to enthral large crowds during social events held in





Flt Cdt Fazal Elahi (sitting centre) along with his course mates of 37 GD(P) course at Risalpur



Flg Off Fazal (1st from left) alongside Flt Lt Akbar (Flt Cdr No 19 sqn) and other pilot during 1965 War



Flt Lt Fazal (Sitting 2nd from right), Air Mshl Nur Khan (Centre) along with pilots of No 19 sqn at the conclusion ceremony of Inter Base Armament Competition held at Mauripur in 1967. No 19 sqn won all the prestigious awards of the competition.

Officers' Mess. FIS (Flying Instructors School) was the next stop in the career of Fazal Elahi. Here, also he graduated with flying colours and later remained busy in imparting flying training to young PAF eaglets. Later in his career, Fazal had a short stint of one year at No 11 Sqn, before joining his ultimate unit No 26 Sqn where he embraced Shahadat during 1971 War.

Brief Operational/War Experience: At a time when political tensions grew between India and Pakistan in East Pakistan, Flt Lt Fazal Elahi was posted to No 26 Sqn equipped with veteran sabre aircraft. The prestigious Sqn participated in the 1971 War under the brilliant command of Wing Cdr SA Changezi, who also was a reputable War veteran of 1965 War. The Sqn flew over 300 operational missions during the War in the air defence, counter air, and close air support roles and young Fazal was in the forefront of those activities. From day one, Fazal Elahi volunteered for all the strike missions deep inside enemy territory. He also actively participated in army close support missions. He was the proud member of daring strike team, which frequently struck IAF bases at Srinagar and Avantipura. In the first two days of War, he flew two air support missions per day in the Chamb and Shakargarh sector, blowing up scores of Indian tanks, convoys, and armoured vehicles. He flew intensively as a professional in the opening round of the War and was never daunted. He displayed exemplary courage and determination for his young age.

Brief Description of Shahadat: On the morning of 8 Dec, he was scheduled to fly a close air support mission in Chamb-Jaurian sector. After attending the mission brief, he along with his leader climbed the cockpit of his venerable Sabre, for one last time. Undaunted by the dangers of the mission, the arduous duo took off from Peshawar in chilling Dec haze. Flying over the lush green plains of Punjab, the formation dashed towards the target. Minutes later the Chamb sector was in sight, and the leader asked Fazal to prepare for the attack. Acknowledging the leader, Fazal immediately checked his gun switches and pulled up for the attack. As he dove for the first run, the heavy anti-aircraft guns opened up and created a web of formidable fire over the target. Fearless Fazal keeping aside his personal safety



Flt Lt Fazal (5th from left) during a social evening at PAF Officers' Mess at Mauripur

dived through the barrage of ack-ack and delivered his lethal punch on scores of armoured vehicles. As he pulled up, he saw a big ball of fire on ground. His leader followed and also delivered a precise attack. Fully charged with emotions, Fazal came in for the second run but this time he failed to dodge the enemy guns. A heavy shell struck his aircraft leaving no time for the courageous Fazal to attempt an ejection. His aircraft got disintegrated in air and fell in pieces. The great fighter pilot was gone.

A Martyr's Wish: During cadet training at Risalpur, Fazal Elahi contributed a verse for the famous PAF Academy magazine "Parwaz" in 1963 edition, which goes as follows:

"THE AVIATOR"
His feet on the ground
His thought in the Sky
With blind courage and careful skill
For his country against an enemy
He loves to die
His death can save a million lives
Why someone mourn and cry
He lives for the sake of nation
And with him, the nation lives by.

Was it a mere coincidence or a strong resolve, this has been left to the readers to decide; however Flt Lt Fazal did exactly what he had wished years before his martyrdom.

Citation of Gallantry Award: "Flt Lt Fazal Elahi was a young and energetic pilot. He flew the first two missions to Srinagar airfield and subsequent close air support missions every day till 7 Dec 1971. On 8 Dec his aircraft was hit by ground fire in Chamb-Jaurian sector; the ground fire presumably hit a bomb fuse, causing the aircraft to explode. Flt Lt Fazal always volunteered to fly irrespective of the danger of the mission. He displayed exemplary courage and determination at his young age in spite of limited experience. He is awarded SJ."



Family Details: Fazal married Rukhsana Begum a month before his Shahadat. Fazal had three brothers and five sisters. His elder brother, Sher Afzal Khan is a businessperson settled in DIK. Tariq Pervez is a banker by profession and settled in Germany. Sajid Javed joined Pak Army and later retired as a Col. His five sisters are married and well settled with their families.

The family has erected a monument in the honour of the shaheed, located close to PAF Information & Selection Centre at DIK. Today, the monument stands tall in the mid of the DIK city, reminding its citizens about the heroics performed by the proud son of their city.

Flt Lt Safi Mustafa (Shaheed), SJ



Name:	Syed Safi Mustafa
Pak No:	4519
Father's Name:	Syed Muhammad Mustafa
Place of Birth:	Kujhwa Assam, India
Date of Birth:	30 Apr 1946
GC(P) Course:	38 GD (P)
Date of Commission:	27 Mar 1962
Date of Shahadat:	17 Apr 1971
Gallantry Award:	SJ

Early Life/Career: Assam born Safi Mustafa was a brilliant student since childhood. His father Syed Muhammad Mustafa was a reputable doctor of the British Army and had served on Burma front during WW-II. He later joined Railways and became the Chief Medical Officer at Dacca (East Pakistan). Safi's mother was a pious and religious lady, who played a key role in his grooming. Safi after completing primary education at Assam joined PAF Public School, Sargodha in 1954. At Sargodha he was known as 'Genius', owing to his mastery in Mathematics. He also excelled in extracurricular activities and was an excellent player of Hockey. After achieving top position at Sargodha, Safi joined 38 GD (P) course at PAF Academy Risalpur in 1961. Owing to his outstanding performance in flying and ground subjects, he was selected for Advance Pilot Training Course in the USA where he flew T-33, T-34, T-37 and F-86 aircraft. During training, he proved himself as the best and brought laurels to PAF by graduating as the top student, a rare honour indeed for a foreign cadet. On his return in 1964, he got his first posting as operational fighter pilot in No 17 Sqn. After a short stint of one year, he joined elite No 14 Sqn and flew F-86 aircraft extensively.



Brief Description of Shahadat: As the clouds of War gathered in 1971, Safi was posted to No 246 Mobile Observer Unit (MOU) as Flt Cdr. The unit was stationed

at Dacca. The primary duty of the unit was to keep vigilance in the area of responsibility against any intruding enemy aircraft. Smart, slim, and upright Safi performed his duties with utmost dedication and soon earned the respect and confidence of under command airmen. They considered him as their mentor. As the tensions increased in East Pakistan, the safety of PAF personnel became a serious concern for the AHQ. In Feb 1971, he was ordered to reorganise his unit and take shelter in the East Pakistan Rifles garrison located at Mehman Singh. Safi, being the visionary commander, was aware of the impending threat to the lives of personnel under his command and made all efforts to safeguard them. On 16 Mar 1971, he came to Dacca for an official meeting where he was told by his colleagues to abandon his men and the post. However, Safi being a man of honour and prestige declined their submissions and returned to his under command airman. The skirmishes soon turned into a volatile insurgency in East Pakistan. The threat from "Mukti Bahinis" to the personnel of Pak Armed Forces grew day by day. Safi remained in contact with the higher ups and continuously updated them about the development and the ground situation in the area of his responsibility. Disregarding his personal safety, he kept holding the post as the lone warrior and pledged to safeguard his men under all odds. During his routine conversation with his colleagues on 27 Mar, he was once again advised to return but he remained adamant to hold the fort until the very last moment. That proved to be his last known conversation with the authorities. Later, numerous attempts were made to locate him and his men but all proved futile. AHQ finally declared him missing in action from 27 Mar 1971. It was later believed that the Mukti Bahini rebels in Mehman Singh area killed him.



The great warrior, outstanding fighter pilot, and beloved commander was gone. He sacrificed his life for the honour of the country in keeping with the high traditions of PAF. His Shahadat would always be remembered with pride and dignity for the times to come. On his act of gallantry, PAF awarded SJ to Flt Lt Safi Mustafa.

Citation of Gallantry Award: "Flt Lt Syed Safi Mustafa was Flt Cdr of No 246 Sqn PAF. Towards the end of Feb 1971, orders were issued for MOUs (Mobile Observer Units) to regroup and take shelter with the nearest army garrison due to the insecure conditions created by civil agitation. Flt Lt Safi Mustafa along with 37 aviators thereupon took refuge with the East Pakistan Rifles' Headquarters at Mymen Singh. Throughout the period of civil strife and agitation, he continued to look after his men with great courage and dedication. On Mar 16, he came to Dacca for a day where he was advised by friends and relatives not to go back to his unit because of the prevailing danger to non-locals. He was, however, determined to return to his post and was in contact with the Base till 27 Mar. The

evidence available indicates that in all probability, the rebels executed him on 17 Apr 1971. For his gallantry and dedication, Flt Lt Syed Safi Mustafa is awarded SJ, posthumously."



Flt Lt Safi (3rd from right, standing 1st row) along with the pilots of Flg Wg at Sargodha

Family Details: Safi married Shabina on 16 Aug 1969. The couple had hardly spent a few months together at Mauripur (Karachi), when Safi got posted to Dacca (East Pakistan). The nerve breaking news of Safi's Shahadat came as a shock for Shabina. She became a widow at the age of 20 with two months old son Zain, who never saw his gallant father. Those were the testing times for the family; however, having faith in Allah Shabina overcame the shock, showed great character, and faced the reality with courage. For thereon, her life had become an icon of perseverance, determination and keeping trust. She could be considered as a role model for the women of Pakistan.

Immediately after the Shahadat of her legendary husband, she did BA (Honours) in Sociology from University of Karachi and later joined Saudi Airline, thus starting a new chapter in her life. On the domestic front, she left no stone unturned in grooming of young Zain and making him an honourable member of the society. Her mother, a graduate of Aligarh, stood by her daughter during all those years of turmoil and remained a pillar of strength for the family.

Shabina Safi is a passionate and hardworking lady with a soft and kind heart. She always wanted to do something for the society especially for the poor. Finally,

a day came when she knew what she was destined to do. Her maid's daughter was refused admission to a sewing class because she did not know how to read or write. Thus, she came up with the idea of starting 'The Garage School' in 1999. The vision of the school is to provide cost-free education to the under privileged of the society. She has dedicated the School to her husband who always wanted to educate the poor and the underprivileged. Shabina Safi has devoted her life for the grooming of young children and she considers the children's families as an extension of her own. She is working day in and day out to fulfil the vision of her Garage School, 'Saving Lives through Education'. Zain, the proud son of Safi

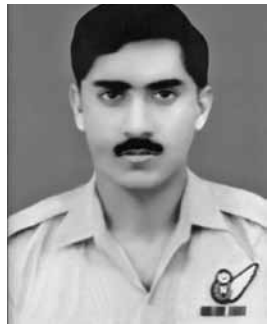


Mrs Safi Mustafa (first from left) along with her son Zain and mother

Shaheed, is a handsome, smart, and innovative young man. He is a graduate of Columbia University USA and is presently working in Karachi as a professional architect.

Mrs Shabina Mustafa has a charismatic personality with graceful debonair. Her endeavours after the tragic loss of her beloved husband could simply be termed as 'epic' and could surely be taken as the reference guide for the struggling women of our present day society. What a courageous woman she had been all those years of agony. Not only PAF, the entire nation owe her a profound gratitude for being the role model and beacon of light for the thousands of families, she had inspired for last so many years.

Flt Lt Zulfiqar Ahmad (Shaheed), SJ



Name:	Zulfiqar Ahmad
Pak No:	4827
Father's Name:	Qamar –uz- Zaman
Date of Birth:	20 Feb 1948
Place of Birth:	Lahore
GD(P) Course:	25 GD (N)
Date of Commission:	22 Jan 1967
Date of Shahadat:	5 Dec 1971
Gallantry Award:	SJ

Early Life/Career: Zulfiqar was born to a highly religious family of Qamar-uz-Zaman. The family hails from Lahore. However, he acquired his early education



from Grammar School, Quetta where his father was serving as Chief Accountant in a private firm. His mother was a full time homemaker, who played an instrumental role in character building of young Zulfiqar. Later, he joined PAF College Lower Topa as a first step towards becoming an air force officer. After matriculation from Lower Topa, he joined PAF Academy Risalpur on 8 Feb 1965. Two years of training at Risalpur were eventful for Zulfiqar. He sailed through training phase with ease and was commissioned in the Navigation Branch of PAF in 1967. His first posting was to No 6 Sqn at Chaklala. He flew C-130 Hercules for couple of years at the Sqn and showed great promise and talent. He was meticulous in flying and outstanding in ground subjects. Owing to his brilliant performance, he was selected for conversion on B-57 Bombers. No 7 Sqn at Masroor was the next stop in the short but bright career of Zulfiqar.

Brief Description of Gallantry: When the War broke out in Dec 1971, Zulfiqar was the youngest member of the Bomber wing. On the morning of 3 Dec, when the orders for striking IAF bases rolled in at the operations room of Bomber wing, Zulfiqar kept his fingers crossed. He was optimistic that he would be the part of aircrew detailed to carry out bombing missions. However, soon, he was disappointed to know that he was not considered for War missions owing to his less experience. He pleaded to the Sqn Cdr for hours. Finally, the Sqn Cdr had no choice

but to submit to determined and resolute Zulfiqar.

As the War broke out on 3 Dec, he was among the first detailed for a bombing mission on Jodhpur. He along with his pilot prepared the mission meticulously. Around midnight, the crew took off for their first mission of the ar. Zulfiqar's excitement had no bounds. He navigated the aircraft with pinpoint accuracy to the target. As they dropped bombs on the runway, the anti aircraft guns opened up. They descended to deck level; avoiding the barrage of heavy fire the aircraft exited the hostile area. The mission was a complete success. Young Zulfiqar had lived up to his promise. He had proved that he was among the best. .



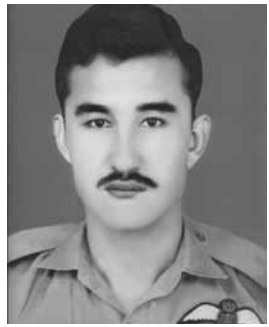
Flt Cdt Zulfiqar (standing 2nd from left) along with his course mates at Risalpur

On the night of 4th/5th Dec, Flt Lt Zulfiqar and Sqn Ldr Ishfaq were detailed to carry out a bombing mission against the Jamnagar airfield. The resilient crew prepared the mission well and studied the route, weather, terrain and most importantly, the defences employed at the Base. Jamnagar was considered a fortress, guarded by the heavy ack-ack guns and a battery of newly inducted Russian origin SAMs. Undaunted by the threat the courageous crew took off around midnight. Initially they flew at high level and later descended to deck level while entering the Indian territory. The courageous duo carried out the mission but never returned. The anti-aircraft guns deployed at the target probably shot them down. Initially they were declared missing in action, however after the War, when all efforts to locate them exhausted, they were declared 'Presumed Dead' and were awarded with prestigious SJ for their extreme courage and bravery. The sons of Pakistan embraced Shahadat for the honour of their beloved country.

Citation of Gallantry Award: "Flt Lt Zulfiqar Ahmed was employed as a navigator on a B-57 aircraft. He could not return from his second mission of the War and displayed outstanding qualities of courage and keenness to undertake the most arduous missions from the very outset of the operations. This was a source of inspiration for others since he was one of the youngest crew members in the bomber wing. On the first day of operations, when only experienced and mature aircrew was being selected for the first strikes, Zulfiqar insisted on being included. Eventually, he was detailed for a mission to Jodhpur, which was very successful. For his determination, courage, and tenacity, he is awarded SJ."

Family Details: Zulfiqar had two brothers and a sister. One of his younger brothers Shuaib Ahmad Ghori served WASA as Director and has retired recently. Nasir Jamshed Ghori is a senior manager in Premium Insurance Company in Quetta. Both of his brothers are presently settled at Quetta. His sister Asma Shaheen, is married to Maj (R) Ahmad Zia Ghori and is presently settled in Rawalpindi.

Flt Lt Samad Ali Changezi (Shaheed), SJ



Name:	Samad Ali Changezi
Pak No:	4615
Father's Name:	Haji Qasim Ali
Date of Birth:	1 Mar 1942
Place of Birth:	Quetta
GD(P) Course:	41 GD (P)
Date of Commission:	30 Jan 1966
Present Address:	H No 7-2/18 Alamdar Road Quetta
Date of Shahadat:	12 Dec 1971
Gallantry Award:	SJ

Early Life/Career: Born in a family of religious traditions, Samad belonged to the Hazara tribe of Quetta. His father Haji Qasim Ali was a reputable merchant who enjoyed great respect in the Hazara community. Samad did matriculation from Cantonment Public School and F Sc from Government Science College Quetta. With a budding passion to become a fighter pilot in PAF, Samad joined PAF Academy Risalpur on 29 Jan 1964. After spending two eventful years in Risalpur, Samad graduated on 30 Jan 1966. Completing fighter conversion course from Mauripur, he joined the elite No 15 Sqn, which at that time was equipped with F-86 Sabre and Samad spent no time in mastering the art of fighter flying on this modern weapon system. His exceptional performance in flying led him to Advanced Flying Course at Istanbul, Turkey. On his return, he did his conversion course on state-of-the-art F-104 aircraft with exceptional results. After the course, he joined No 9 Sqn based at Sargodha and mastered the art of flying on the sleek, supersonic jet in no time.



In his early career, Samad was known to be a simple and humble soul, always the centre of extracurricular activities at the Base. He was famous for his melodious voice, with which he used to enthral large audience during various dinning out gatherings arranged at the officers' mess in those days.

Brief Description of Shahadat: As the War broke out in Dec 1971, Flt Lt Samad was deputed along with a flight of No 9 Sqn to Mauripur, to participate in operations in the South. On arrival at Mauripur, the F 104 detachment was tasked



Flt Cdt Samad Changezi (3rd from right-standing 1st row) along with his course mates of 41 GD(P) course at PAF Academy Risalpur

to fly Combat Air Patrol (CAP) missions in the battle area. From day one, Samad was very enthusiastic about these operations. Although he had comparatively less experience on the Star Fighters, he always volunteered to remain in the midst of action. He flew 11 operational missions during the War and achieved productive results. On 12 Dec 1971, Samad was on a CAP mission near Hyderabad Sind along with his Flt Cdr Sqn Ldr Rasheed Ahmed Bhatti. Samad being No 2 in the formation was scanning the area for any intruders when suddenly Badin radar came alive on his radio. It alerted the formation about the presence of two intruding IAF MiG-21 aircraft. The presence of enemy aircraft inside the aerial frontiers of his beloved motherland sent a tickling sensation down his body and he pushed the throttle and cruised aggressively towards the direction of incoming intruders. In no time, his vigilant eyes spotted two MiG-21's in close range. He immediately informed his leader that he was in contact with the intruders and going for the kill. As the incoming bogies saw him closing in at supersonic speed, they entered into a defensive manoeuvre. Soon both the aircraft were in classic scissors trying to shoot each other down. Superior tactics employed by young Samad led him to a perfect 6 o'clock position and all that left was to press the trigger and earn a clean shot.



Engrossed in taking the clean shot, Samad did not realise the presence of the other boogie on his tail. The leader tried to inform Samad about the impending

danger but it seemed that his radio went unserviceable. As he was about to fire his guns, the intruder behind his tail fired a sidewinder missile. Samad tried to make an evasive manoeuvre but it was too late. Coming at supersonic speed the sidewinder hit Samad's aircraft and blew it up. His anxious leader gave repeated calls on radio to know about his safety. The radio was silent; the young and courageous Samad was gone. The leader chased the MiGs to avenge the loss but sensing the threat the enemy decided to escape.

Samad's aircraft had crashed close to Mirpur Khas and by evening, his mortal remains were picked up by the search and rescue team. The great hero was presented with a gun salute at his service funeral attended by large number of PAF personnel and his family members. Later the Shaheed's body was flown to Quetta and was laid to rest in his native village near Quetta with full military honours.

Citation of Gallantry Award: "Flt Lt Samad Ali Changezi flew eleven missions on F-104 during the War. Despite his limited experience, he was very keen and aggressive. He was responsible for the destruction of an enemy radar station and damage to one of their aircraft. In the last mission, disregarding the danger to his life, he pursued his attack on an enemy aircraft till he was shot down by an enemy missile. For his act of valour and for sacrificing his life for the cause of the country, he is awarded SJ, posthumously."



Family Details: Samad married Mansoora Begum on 3 Oct 1969 at Quetta. She had hardly spent a year with her beloved husband before he attained Shahadat. Their only son Mazhar Ali was born on 3 Jun 1972, months after the Shahadat of Samad. Mazhar Ali initially served in Pak Army for a while but later sought retirement and got settled in Australia. Flt Lt Samad Changezi had four brothers. His two brothers died lately and two are settled in Quetta. His youngest brother Sikandar Ali, provided the pen picture of his martyred brother.

Flt Lt Saeed Afzal (Shaheed), SJ



Name:	Saeed Afzal Khan
Pak No:	5129
Father's Name:	Brig Muhammad Afzal Khan (Retd)
Date of Birth:	7 Jul 1948
Place of Birth:	Attock
GD(P) Course:	48 GD (P)
Date of Commission:	30 Jun 1968
Date of Shahadat:	4 Dec 1971
Gallantry Award:	SJ

Early Life/Career: Born in a family of military traditions, Saeed was highly inspired by his father who was an army officer. During his meritorious service in Pak Army his father Brigadier Afzal commanded 20 Punjab Regiment and later a brigade in Azad Kashmir and another in Hyderabad. He also had the unique honour of representing Pakistan in CENTO.



Saeed received his early education from Azam Garrison School Lahore, and later schooling from PAF School Sargodha from where he did his Senior Cambridge. He was also the Head Boy of the School from 1965 to 1966. During his stay at PAF School Sargodha, he distinguished himself in sports as well. He Captained the School Teams in Cricket and Swimming and represented the School in Basketball and Gymnastics. Saeed joined PAF Academy Risalpur in 1966 and graduated as fighter pilot on 30 Jun 1968. After completing fighter conversion course, he got his first posting in elite No 18 Sqn. During his short career in PAF, he enjoyed the reputation of being the exceptional pilot and a witty person. He was admired deeply for his great sense of humour and modesty.

Participation in 1971 War: As the tension between the two arch-rivals, India and Pakistan, touched its peak towards the end of 1971, Saeed was posted to No 14 Sqn in Dacca, commanded by Wg Cdr Afzal Chaudhry. The star-studded Sqn comprised legendary pilots like Sqn Ldr Dilawar, Flt Lts Shamsul Haq, Saeed Afzal and Flg Off Shamshad. Together they jelled into a formidable team of air warriors that stood their ground valiantly against a much larger enemy. As PAF's

only Sqn in east Pakistan, No 14 Sqn was pitched against 10 IAF Sqns. Despite all odds, the Sqn took the IAF brunt squarely and performed exceptionally well during the War.

Brief Description of Gallantry: 4 Dec 1971 was a red-letter day in the history of PAF. This was the day, when fistful of gallant air warriors of No 14 Sqn, proved



Flt Cdt Saeed Afzal (2nd from left, last row) along with his course mates at Risalpur

equal to the task and kept the PAF emblem high while fighting against a four time large enemy. The day could also be termed as the "Longest Day" for the PAF, fighting a last ditch battle over Dacca. On this day alone, IAF flew over 128 sorties over Dacca alone. Interception missions were launched right from the first light of the day, the first being flown by Flt Lt Shams-ul-Haq and Flt Lt Shamshad. However, they made no contact with the enemy and landed back after an hour. The second pair of the day met with the same fate. Sqn Ldr Javed Afzaal (leader) and Flt Lt Saeed Afzal as No 2 flew the third mission of the day. They met with stiff resistance after the take-off and were engaged by four IAF Hunters soon after joined in by several more MiG 21s and SU 7s. Monitoring the situation, the sqn cdr sent another formation led by Wg Cdr SM Ahmed and Flg Off Salman Rasheedi as the No 2.

In the ensuing dogfight, Sqn Ldr Javed Afzaal shot down an enemy Hunter. However, he lost Flt Lt Saeed Afzal, who after putting up a stiff fight, was shot down by an enemy Hunter. In the meanwhile Wg Cdr SM Ahmed continued with stiff resistance and managed to shoot down an enemy Hunter. Regrettably, being out numbered, he himself was also shot down. His last words were, "I have been hit and I am bailing out." Both Wg Cdr SM Ahmed and Flt Lt Saeed bailed out safely but were unfortunately picked up by the "Mukti Bahini." The rescue

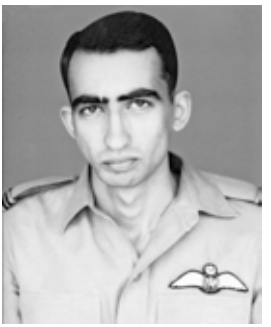
helicopter could only bring back their parachutes. Initially, both were declared "Missing in Action (MIA)"and were later, awarded with SJ..

Citation of Gallantry Award: "On 4 Dec 1971, Flt Lt Saeed Afzal Khan as No 2 in the formation of F-86 Aircraft, when he engaged four Indian Hunters and immediately shot down one. Meanwhile another formation of four Hunters joined the aerial battle. In the subsequent combat, although facing great odds, he was not deterred from attacking them. He put up a gallant determination and flying skill and he prevented every one of them from attacking their target i.e. Dacca airfield. While being heavily outnumbered by superior performance aircraft, he continued the fight but was later shot down by a Hunter. He bailed out to safety but was captured by the rebels and has been missing since then. For his courage, determination and devotion to duty he has been awarded SJ."



Family Details: Saeed had three sisters and two brothers. He was the eldest amongst his brothers; his younger brother, Maj Gen Javed Afzal Khan was a promising senior officer of Pak Army who unfortunately died young of heart attack. His youngest brother is Lt Col Hameed Afzal, who also served Pak Army with devotion is living a retired life presently. His sisters, Mrs Yasmeem Adil, Mrs Shaheen Amer and Mrs Tasneem Arif are all housewives.

Flt Lt Shahid Raza (Shaheed), TJ

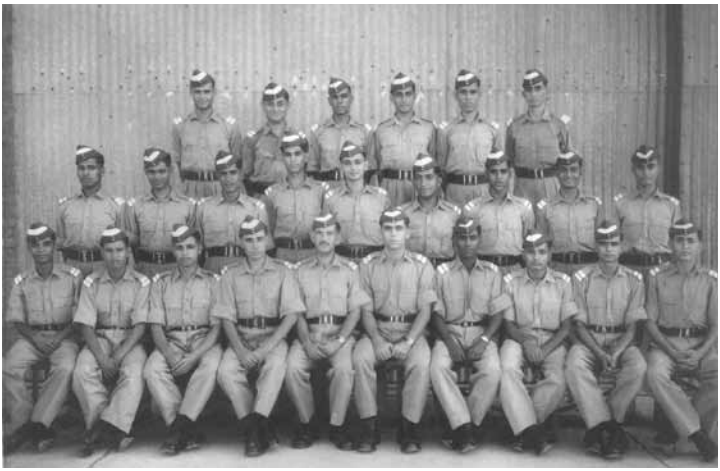


Name:	Syed Shahid Raza
Pak No:	4435
Father's Name:	Syed Safdar Raza
Date of Birth:	15 Apr 1945
Place of Birth:	Calcutta (India)
GD(P) Course:	36 GD (P)
Date of Commission:	28 Mar 1964
Date of Shahadat:	17 Dec 1971
Gallantry Award:	TJ

Early Life/Career: Syed Safdar Raza, a reputable Administration Officer of TATA Aircraft Company was blessed with three sons, Syed Shahid Raza being the eldest.



At the time of Independence, his family spent no time in choosing Pakistan as the new home and migrated to Karachi in 1947. Young Shahid attended Saint Patrick's School for acquiring primary education before joining PAF Public School Sargodha in 1955. Qualifying Senior Cambridge from PAF School, Shahid joined PAF Academy Risalpur in 1961, with a dream to become a fighter pilot. During primary flying training phase on Harvard aircraft, young Shahid was selected for undergoing Advanced Flying Training Course at USA. During training at USA, while flying a night mission on T-33 aircraft he experienced a grave emergency. Although he had very less experience on the aircraft, even then he handled the situation professionally and saved himself and a valuable aircraft with his sheer presence of mind and courage. The aerial heroics performed by young Shahid became the headline news of major US newspapers the following day, which earned great laurels for PAF. On return Shahid earned his wings on 28 Mar 1964 and joined No 5 Sqn as an operational fighter pilot. Legendary Sqn Ldr Sarfraz Rafiqui being his Sqn Cdr played an important role in his fighter training and grooming as an officer. Learning the tricks of the trade from Rafiqui, he soon emerged as a promising young fighter pilot. After two eventful years in the Sqn, Shahid did FIS (Flying Instructors' Course) at Risalpur and later imparted flying training to flight cadets of PAF.



Flt Cdt Raza (1st from right last row) along with his course mates of 36 GD(P) course at PAF Academy Risalpur

War Experience: During Pak India War of 1971, Flt Lt Syed Shahid Raza came out as the true son of the soil and displayed immense courage and commitment against all odds. He was deployed in No 25 Sqn, which was divided into two flights during the War. The flight deployed at Mianwali was tasked to carry out Air Defence Alert (ADA) missions specially to protect the Sakesar radar. On the other hand, the detachment at Sargodha was tasked to carry out air support for Pak Army and strike missions inside enemy territory. In the opening days of the War, Shahid opted for Mianwali and carried out numerous ADA missions. During one such mission on 5 Dec 1971, Shahid's dream came true when he for the first time in his career engaged an enemy aircraft.

On that eventful day, Flt Lt Shahid Raza and leader Wg Cdr Saad Hatmi, flying F-6s, were on a CAP mission over the prescribed area. The two pilots were loitering around since long on a beautiful sunny day, with the hope to catch some action. They did not have to wait for long when suddenly the radar came alive on their radio informing them about two intruders heading to Sakesar. They immediately asked for the vectors towards the incoming raid and dashed with full speed. Hatmi, being an experienced War veteran, soon felt the excitement of young Shahid and permitted his enthusiastic No 2 to lead the interception. As they entered the Soan Valley near Sakesar hills, nothing was visible. Hunters were flying low and became visible to F-6s only when they pulled up for the attack. The duo soon realised that it would be useless to operate their sidewinder missiles in the low level high 'G' combat, hence they decided to take them down with their guns. Shahid got behind one of the trailing Hunters and commenced firing with his lethal 30 mm cannons from a distance from where his enemy was beyond his range. Soon he realised his mistake and he closed-in with his final bullets hitting their mark. Hunter disintegrated in the air and the pilot downed with the burning aircraft. The leader also shot down the second hunter and the formidable duo



Flt Lt Shahid Raza (1st from right) along with the fighter pilots of Flying Wing at Sargodha

returned home victorious. The wreckage of the enemy aircraft was discovered later and it was revealed that none of the two Hunter pilots had survived.

Brief Description of Shahadat: Through the opening round of the War, Shahid remained deployed with No 25 Sqn at Mianwali. With a kill in his bag, Shahid requested his Sqn Cdr to be sent to Sargodha for catching some action in adventurous Close Air Support missions. His request was accepted and he joined his comrades at Sargodha towards the closing days of the War.

On the morning of fateful 17 Dec 1971, a day before the ceasefire, Flt Lt Syed Shahid Raza volunteered to join a close air support mission for Pak Army. While flying as No 2 of a two-ship formation, he took off from Sargodha in the afternoon haze and dashed towards the Shakargarh area where the two belligerent armies were fighting fiercely to capture territory. Like a falcon, he leapt on the enemy convoys and armoured columns and inflicted heavy damage on them. As he pulled up for the second attack the heavy ack-ack opened up. Undaunted by the ferocious fire, he delivered another attack blowing up scores of enemy tanks in the area. As he returned, a heavy shell struck his plane in the belly. Taking evasive action, he tried to nurse the aircraft but failed. He later bailed out in the enemy territory. He was declared missing in action and simultaneously efforts were launched by PAF to locate the great warrior. After the ceasefire, when all hopes of finding him were exhausted, he was officially declared martyr and was awarded with TJ posthumously.

Citation of Gallantry Award: "Flt Lt Syed Shahid Raza flew a total of eleven operational missions during the War. Throughout the period, the officer

displayed an extremely high standard of professional skill, aggressiveness, and determination. On 5 Dec 1971 during an aerial engagement, Flt Lt Raza was credited with one enemy Hunter aircraft shot down. On the evening of 17 Dec, while off duty, he requested to be detailed for a close support mission. His aircraft was hit by enemy ground fire during that mission, and he was heard to be ejecting in enemy territory. He was officially declared missing in action. For his courage, determination, and devotion to duty, he has been awarded TJ."



Alongside his best firend and course mate Flg Off Abass Khatak (who later became CAS,PAF)

Family Details: Syed Shahid Raza had two brothers. Syed Khalid Raza was a PAF pilot who left the service as Plt Off and got settled in UK. Syed Zahid Raza joined PIA and is settled in the UK. His father Syed Safdar Raza remained on various important assignments in Govt of Pakistan and retired as joint secretary.

Flt Lt Ghulam Murtaza (Shaheed), TJ



Name:	Ghulam Murtaza Malik
Pak No:	4643
Father's Name:	Malik Kala Khan
Date of Birth:	5 Nov 1941
Place of Birth:	Rawalpindi
GD(N) Course:	24 GD (N) Course
Date of Commission:	29 Jan 1966
Date of Shahadat/Burial:	17 Dec 1971/Nizamuddin Aulia graveyard, Dehli
Gallantry Award:	TJ

Early Life/Career: Born in a religious family of Malik Kala Khan, Murtaza received his early education from Govt High School Kahuta, Rawalpindi. Murtaza lost his father, while he was still in his teens. Being the elder brother, he shouldered the responsibilities of the family maturely and lived up to their expectations in those testing times. Besides, he completed his secondary education and joined PAF as an aircraft technician on 19 Jun 1958. As a promising aviator, Murtaza served on various flight lines and showed extra ordinary performance. It was during these days that he developed a passion to become an officer of the PAF. His wish came true in Jan 1963, when he was selected to undergo officer training at PAF Academy Risalpur. Resilient Murtaza showed all round performance during training. He was an outstanding athlete, gymnast, and Hockey player. After spending two eventful years at Academy, Murtaza earned his commission on 30 Jan 1966 and passed out as an operational navigator. He got his posting in No 6 Sqn at Chaklala where he flew newly inducted C-130 aircraft. Murtaza showed great potential in flying and soon earned enviable reputation among his peers. In 1970, he got himself converted on B-57 aircraft, and became an operational navigator the same year. During 1971 Indo-Pak War, he was serving at No 7 Sqn (Bomber) at PAF Masroor.



As the War became imminent in Nov 1971, a flight of No 7 Sqn, along with zealous crew, was detached to Mianwali, an FOB of PAF. Young and promising Murtaza was also among them. In the opening round of the War, PAF had

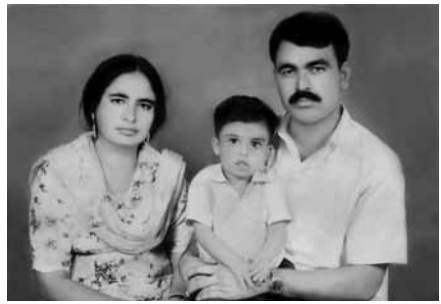
planned to attack the IAF bases, with the aim of incapacitating their lethal punch. Undaunted by the threat of enemy air defences, determined Murtaza prepared his missions well and remained a source of motivation for the Sqn. He participated in two successful strike missions before his final mission on 5 Dec 1971.



Flg Off Murtaza (standing 4th from right) along with Army Officers during a visit to a forward bde at Lahore

Brief Description of Gallantry: Amritsar was strategically and operationally a significant air base for the IAF. During 1971, Pak-India War it was understood that Amritsar would pose severe threat to Pak defences and play a key role in directing strike formations towards Pakistani airspace. It was thus essential to neutralize this threat. In the early days of the War, PAF Mirages and Star Fighters were employed to cripple the Amritsar's offensive capabilities, and partial success was achieved. However, to make the Amritsar base operationally dysfunctional, a bombing mission was planned. Launching an unarmed B-57 against a base known for its formidable air defence was risky but worth its strategic importance. The important mission was assigned to the courageous Flt Lt Javed Iqbal and his brave navigator Flt Lt Murtaza Malik. Both had already flown three bombing mission deep inside enemy territory, achieving heartening results. The dauntless duo took the challenge with pride and prepared the mission well. They studied the defences employed at Amritsar, location of ack-ack guns and SAM batteries.

The crew took off at dusk on 5 Dec 1971 and by the time, they were entering the Indian border, darkness had already engulfed everything underneath. Murtaza meticulously taking stock of remaining fuel navigated the aircraft to target. As they neared the Amritsar airfield, they carried out the final checks. Overhead the airfield they pulled up and delivered the lethal cargo in the centre of the runway. As the bombs struck the airfield, heavy ack-ack fire opened up. Passing through the formidable fire the resilient crew went around for the second bombing run. This time the target was the tarmac. As the crew dropped the remaining bombs on the target, a barrage of lethal ack-ack fire struck the aircraft. Javed tried to control the aircraft but failed. Both the crew members ejected from the burning aircraft,



inside enemy territory. Javed's ejection was unsuccessful and by the time he landed on ground, he was gone. Murtaza received head injuries while ejecting. He fell unconscious during parachute descent and was later captured by the enemy troops. Soon after the capture, he was admitted to a military hospital near New Dehli, where he succumbed to his injuries on 17 Dec 1971. He was buried according to Muslim rituals in Hazrat Nizamuddin Aulia graveyard the next day, a rare honour for the martyred warrior.

Citation of Gallantry Award: "Flt Lt Ghulam Murtaza was an able and experienced navigator. He was a very active member of the Sqn and always showed great enthusiasm and determination. He flew two missions against the most heavily defended Indian airfields and showed great bravery and courage in execution of these missions in complete disregard of personal safety. On 5 Dec 1971, he was detailed as navigator on a bombing mission to Amritsar airfield. He failed to return from the mission and was officially declared missing in action. For his courage, determination, and devotion to duty, he is awarded TJ."

Family Details: Murtaza married Bashiran Bibi on 29 Jul 1967 at Rawalpindi. Murtaza Shaheed had two sons. Elder Babur, born on 14 Aug 1968, is a hardworking man, presently working with Shaheen Airport Services. His younger brother Usman, born on 13 Apr 1971, joined the Pak Army and is presently serving as a Major. The family is presently settled at Westridge in Rawalpindi.



Flg Off Murtaza (4th from left-last row) along with B-57 aircrew at Masroor (1971)




Last rituals of the Shaheed being carried out at Nizamuddin Aulia graveyard at Dehli India during 1971 War



Shaheed being taken for burial-Flt Lt Amjad (later retired as AVM), a POW then, and other IAF personnel carrying the casket of the Shaheed



Namaz-e-Jinaza being offered at Nizamuddin Aulia graveyard. Pakistani flag draped coffin of the Shaheed can also be seen

The Historic Funeral: The events that followed the tragic demise of Murtaza Malik are heartening and inspiring at the same time. On 17 Dec 1971, the great warrior met his eternal destiny at a hospital in Delhi. Soon the arrangements were made by the authorities for the burial of the brave officer, in line with Muslim rituals. It was decided that the great soldier would be laid to rest in Nizam uddin Aulia graveyard, near Dehli. Flt Lt Amjad, who was made a POW a few days earlier was called from Allahabad POW camp to participate in the last rituals of the Shaheed. Pakistani flag, arranged from the Saudi Embassy at Delhi, was wrapped around the casket of the martyr. He was put to rest in eternal abode in the presence of thousands of mourners. Surely, the great son of Pakistan deserved the heroic farewell.

Oblivious of the historic events taking place at Delhi, Murtaza's widow kept her fingers crossed at her home in Kahuta. Day in and day out, she was praying for the safe return of her beloved husband. Earlier, she was told through a wire from PAF that her husband had crashed and declared 'Missing in Action'. In the meantime, PAF used all its means to ascertain the whereabouts of missing Murtaza. However, the courageous woman and her two minor boys were presuming that he would return one day.

The War was over in a few days but not the hope of courageous Bashiran Bibi. She waited long until one day she received a mail from International Red Cross. It carried the historic photographs of the funeral ceremony held in the honour of her martyred husband. With a mixed feeling of pride and sorrow, she finally found the mystery of her husband's death. She is content with one thing; Murtaza is resting at a sacred place where many Muslims of the Sub-Continent desire to be. Years after years, the contingents attending the annual 'Urs' at Nizamuddin Aulia, visit the grave of Murtaza Shaheed and pay homage to the great son of Pakistan.

The true story related to Murtaza Shaheed, which authors came to know after meeting the family of the great Shaheed, is no less than 'unbelievable'. It reminds us of the famous Quranic verse: وَتُعِزُّ مَن تَشَآءُ وَتُذِلُّ مَن تَشَآءُ بِيَدِكَ ٱلْخَيْرُ ۖ إِنَّكَ عَلَىٰ كُلِّ شَىْءٍ قَدِيرٌ ﴿٢٦﴾

What an honour this man had after his Shahadat, that too in the enemy territory! The historic account, which remained hidden for decades, has been taken out of the oblivion. Surely, it would move the readers and would continue to inspire our future generations.

Flt Lt Javed Iqbal (Shaheed), TJ



Name:	Javed Iqbal
Pak No:	4972
Father's Name:	Chaudhry Bashir Ali
Date of Birth:	3 Apr 1949
Place of Birth:	Toba Tek Singh
GD(P) Course:	45 GD (P)
Date of Commission:	28 Jan 1968
Date of Shahadat:	5 Dec 1971
Gallantry Award:	TJ

Early Life/Career: Born in a small village of Toba Tek Singh, Javed Iqbal belonged to a family of religious fervour. His father Chaudhry Bashir Ali, a pious man of high integrity, was a reputable officer of Pakistan Railways. Javed acquired early education from Primary High School Kundian, Mianwali where his father was posted as Railway's traffic controller. After qualifying 8th grade from Deny's High School Rawalpindi, he joined PAF Public School Lower Topa Murree. At the school, tall and handsome Javed was the proud member of "Tipu" house and excelled in all extracurricular activities. Besides sports, he showed great promise in photography as a hobby. Javed was brilliant in academics too, and qualified the matriculation exams with distinction. With a passion to become a pilot, he joined 45 GD (P) course at PAF Academy Risalpur in 1966. At the Academy, Javed emerged as an all rounder in sports and emerged as an outstanding player of Squash. His brilliance was not limited to extracurricular activities only; he showed great promise in academics as well. 27 Jan 1968 was the proud day in the short but eventful life of young Javed. On this memorable day, he not only earned his wings but also clinched the 'Trophy for best performance in Ground Subjects'. After the graduation, brilliant Javed did the jet conversion on T-33s and later the fighter conversion on veteran Sabre aircraft. Mastering the fighters, he went on to fly the formidable black bird, the 'B-57 Bomber'. He later



joined the elite No 7 Bomber Sqn at Mauripur as a promising bomber pilot, under the likes of all time greats, Rais Rafi, Najeen A Khan, to name a few.

Brief Description of Gallantry: Flt Lt Javed was serving at No 7 Sqn when the War broke out in Dec 1971. The first and foremost aim of PAF in the opening round of the War was to strike the IAF airfields and incapacitate them in launching air operations against Pakistan. In West Pakistan, PAF's day and night strikes against Indian airfields and radars began on the evening of 3 Dec. The targets included Amritsar, Halwara, Adampur, Agra and Pathankot, all located deep inside enemy territory.

As the War became intense in the north, a flight of No 7 Sqn under the command of Wg Cdr Younas was detached from Mauripur to a Forward Operating Base Mianwali. The flight was tasked to carry out strike missions deep inside enemy territory. Young and determined Javed was also among this valiant group of bomber pilots from Mianwali. The moment this contingent arrived at Mianwali; tasking orders were dished out to them. Subsequently, strike missions were planned with utmost care and the dedicated crew studied the enemy defences and attack patterns in detail. As the intelligence reports regarding IAF bases were studied at length, it became clear to the valiant crew that things had changed after 1965 War. In the last few years, IAF had developed hardened aircraft shelters and protective walls to make it extremely difficult to attack targets. They had also acquired new Soviet anti-aircraft missile system, and deployed its batteries on all its bases. However, undaunted by the numerous threats, the unwavering crew of No 7 Sqn vowed to achieve their task no matter whatever price they had to pay.





Amritsar airfield was strategically and operationally a very important Air Base for the IAF. It posed a substantial challenge to PAF in carrying out air operations at will and it was thus essential to neutralise this threat at all costs. In the opening round of the War, PAF Mirages and Star Fighters attacked and crippled the infrastructure at Amritsar to some extent. However, it needed much more than that. On the second day, PAF leadership

decided to carry out another decisive attack on Amritsar to make it operationally dysfunctional. This time the mission was given to the elite No 7 Sqn. Flt Lt Javed Iqbal and his courageous navigator Flt Lt Malik volunteered for the risky but tactically important mission. They knew if they succeed, it would provide an enormous edge to PAF in carrying out air operations with ease. The formidable pair had already flown two operational missions deep inside territory achieving considerable results. They prepared the mission well and discussed the formidable defences employed by Amritsar in detail.

The crew took off on the night of 5 Dec 1971 and by the time they were entering hostile territory, pall of darkness had already covered everything underneath. Murtaza meticulously taking stock of remaining fuel navigated the aircraft to the target. As they neared the Amritsar airfield, excitement gripped the daring aircrew. Overhead the airfield, Javed pulled up and delivered lethal cargo in the centre of runway. As the bombs struck the airfield, heavy ack-ack fire opened up. Passing through the barrage of formidable fire, the resilient crew went around for the second bombing run. This time the target was the tarmac. As the crew dropped the remaining bomb load on the target, a barrage of lethal ack-ack fire struck the aircraft. Javed tried to nurse the crippled aircraft but failed. As the burning aircraft went down, Javed and Murtaza ejected. Courageous Javed had attained Shahadat by the time his body landed on ground. Murtaza got severe head injuries during ejection and was captured when he landed on ground. He later succumbed to his injuries and attained Shahadat. The courageous duo had achieved their mission but failed to return home. They attained Shahadat keeping the rich traditions of PAF.

Soon after the mission, Javed was declared 'Missing in Action'. No news about his whereabouts was readily available during the War. The tragic news of crash of his gallant son was communicated to his father at Faisalabad through a telegram. The family received the news gracefully. The 'Missing in Action' status of Javed ended on 21 Aug 1972, when all the POWs returned to Pakistan, and it was certain that the gallant warrior had attained Shahadat.

Citation of Gallantry Award: "Flt Lt Javed Iqbal flew two missions against heavily defended Indian airfields. He displayed great courage, enthusiasm, and determination. Although he was the junior most pilot in the Sqn, he volunteered for these missions in complete disregard to personal safety. His devotion and dedication was a source of pride for all aircrew of his unit. On 5 Dec 1971, he was detailed on a bombing mission to Amritsar airfield. He failed to return from the mission and was officially declared missing in action. For his outstanding courage, determination, and devotion to duty, he is awarded TJ."

Family Details: Javed Iqbal was only 23 years of age when he sacrificed his life for his beloved country. He was unmarried and was third among six children of Chaudhry Bashir Ali. His mother, a devoted homemaker died on 5 Sep 1993 due to a head injury sustained in a traffic accident. Javed's father retired from the post of Traffic Inspector (Special) Railway Police, in Jan 1976 and died on 8 May 2005.

The first member of the family is the eldest sister, Shamim Akhtar about five years elder to Javed Iqbal. She is a housewife and her husband was an officer



Flg Off Javed (standing 5th from left-1st row) along with B-57 aircrew at Mauripur (1970)

in Agriculture Dept. The family is presently settled in Islamabad. Javed's second sister, Anis Tahira, about three years elder to Javed Iqbal, is also a housewife. Her husband retired as an officer from Federal Secretariat court Islamabad. Perveen Kausar the third sister is about two years younger than Javed Iqbal. Her husband was an officer in Family Planning Dept. She is a widow and mostly lives in USA with her daughter. The fourth member is Dr Pervez Iqbal about five years younger to Javed Iqbal. He joined PAF Lower Topa as a cadet in 1968; however, the school was later shifted to PAF Sargodha and PAF College Lower Topa was closed. Later, Pervez Iqbal left PAF and became a doctor. He retired on 31 Mar 2014 as DHS Faisalabad. The last member of the family is the third brother, Jamshaid Iqbal, about ten years younger to Javed Iqbal. He is an Electronic Engineer from NED University Karachi and is settled at Markham, Canada.

Flg Off Nasim Nisar Beg (Shaheed), TJ



Name:	Nasim Nisar Ali Beg
Pak No:	5423
Father's Name:	Sqn Ldr Nisar Ali Beg (Retd)
Date of Birth:	15 Aug 1950
Place of Birth:	Lahore
GD(P) Course:	49 GD (P)
Date of Commission:	11 Jan 1970
Date of Shahadat:	13 Dec 1971
Gallantry Awards:	TJ

Early Life/Career: Born in a respectable family of military traditions, Nasim was the son of a renowned educationist of Pakistan. His father, Sqn Ldr Nisar Beg was an education officer of enviable reputation. During his long and illustrious service with PAF, he played a key role in grooming the future leadership of PAF. After his retirement from PAF, he remained committed to his passion of grooming young kids and, being its Principal, served the prestigious Cadet College Hassanabdal for years. Later he became the Principal of famous Sir Syed College at Wah Cantt and served it for ten years. At the end of his long and illustrious career spanning decades, he was acknowledged with the 'Pride of Performance Award' by the President of Pakistan.



Nasim Nisar Beg was the fifth child of Sqn Ldr Nisar Beg. Inspired by his father and brothers, Nasim always wanted to join PAF and become a fighter pilot. While he was studying in grade 7, he was selected for PAF College Sargodha. He proved his mettle at the College and emerged as an all-rounder in academics and extra-curricular activities. Towards the closing days of training at Sargodha, he became the House Captain, a great honour indeed in the promising career of young Nasim. His winning streak continued at the Academy, as well, where he showed outstanding performance, especially in flying. After two years at Risalpur, he earned his wings in Jan 1970. After completing his jet conversion course at Mauripur, he got his first posting to elite No 19 Sqn, which also happened to be his last.

Brief Description of Gallantry: As the clouds of War gathered in late 1970's, Flg Off Nasim's Sqn was deployed at PAF's forward operational base at Talhar. The Sqn, equipped with Sabre F-86E aircraft, was tasked with the day air defence of the southern zone. It also carried out numerous air support missions especially in Rajasthan sector. Nasim, although a neophyte to War operations, participated in eight operational missions, producing exceptional results.

It was a cold chilly morning of 13 Dec 1971, when Nasim, along with his fellow fighter pilots, was on duty in the ADA underground bunker. Yards away from the ADA hut, young Flt Lt Laghari was strapped up in the cockpit of his venerable Sabre, ready to scramble on short notice. Hours passed by and nothing happened. Moments later Laghari felt an urgent need to respond to nature's call. He requested young Nasim to replace him for a while, as he would return in minutes. Completely unaware of what destiny had in store for him, Nasim strapped himself up in the cockpit. To his excitement and utter surprise, suddenly the hooter at the ADA bunker went off, signalling an impending enemy air raid. Wasting no time, he started up his engine and rolled towards the runway. As he was about to enter the runway, he saw three enemy aircraft approaching from the southeast at low level. By the time, he got airborne; the enemy formation had already crossed overhead and was adjusting for an attack. Undaunted by the impending threat for three versus one situation, he manoeuvred his aircraft swiftly and got behind one of the trailing enemy aircraft. In the melee, the leader of the attacking formation pulled up and got behind Nasim's Sabre. As Nasim was about to get a clear shot, the leader opened a volley of cannon fire. Nasim tried to out-manoeuvre the threat but in vain. His aircraft got direct hit and went out of control. He ejected, however, being low in altitude the ejection was unsuccessful. The gallant fighter pilot was gone. He died with his boots on, upholding the finest traditions of the Pakistan Air Force.





Citation of Gallantry Award: "Flg Off Nasim Nisar Ali Beg flew a total of eight successful operational missions during the 1971 War. During all those missions, he displayed exemplary courage, dedication, and professionalism in spite of his limited experience. On 13 Dec 1971, he was ordered to get airborne from a forward base to intercept intruding enemy aircraft. Immediately, after take-off, he was intercepted by three enemy fighters. Placed in a very vulnerable situation and outnumbered during a critical stage of fight, Flg Off Beg manoeuvred his aircraft with determination and aggressiveness but was unable to gain an advantageous position. He was subsequently shot down and fatally injured. For his valour, courage and undaunted spirit he was awarded TJ."





Plt Off Beg (sitting 2nd from left) along with his course mates on graduation day at Risalpur



Farewell to Young Martyr: Miles away from Talhar, his brother Flt Lt Maqbool, totally ignorant of the great tragedy, was busy carrying out operational duties at PAF Base Korangi Creek. The sad news of his brother's Shahadat came as a shock to him. The dead body of the martyr was immediately flown on a helicopter to Mauripur where his brother was waiting anxiously. The service funeral, held at the Base, was attended by a large number of PAF officers, friends, and people from different walks of life. Later the dead body of Shaheed was flown on a C-130 aircraft to Rawalpindi. Amidst large crowd, the martyr was laid to rest in his eternal abode with full military honours at PAF graveyard, Chaklala.

Family Details: Nasim had four brothers and two sisters. Eldest brother Mahmood joined Pak Army and retired as Colonel. He is presently settled in USA. Masood retired as a Major from Pak Army and he too is settled in USA. Maqbool joined PAF, became an aeronautical engineer, and retired as an Air Cdre. He is presently leading a respectable life in Islamabad. Saleem was a promising young man with adorable personality; he unfortunately died in a road accident. Tasneem Kausar is happily married and is a homemaker. Youngest Kaiser is a promising artist by profession and presently leading a happy married life at her father's ancestral house at Wah Cantt.



Flying Helmet of Shaheed recovered from the crash site



His eternal abode at PAF graveyard Chaklala

Cpl Tech M Shaukat (Shaheed), TJ



Name:	Muhammad Shaukat
Pak No:	66588
Trade:	Radio Fitter
Father's Name:	Pir Basharat Ali
Date of Birth:	06 Nov 1942
Place of Birth:	Pasrur, Sialkot
Date of Enrolment:	13 Apr 1962
Date of Shahadat:	16 Jan 1973
Gallantry Award:	TJ

Early Life/Career: Muhammad Shaukat belonged to a highly respectable and deeply religious Hashmi family of Chak Jagatrai (now Chak Hashmian) Sialkot. His Father Pir Basharat Ali was an employee of Govt of Pakistan. After passing his Matriculation exam (twice), first with arts and then with science subjects from Govt High School Sargodha, Shaukat got enrolled as an airman in PAF. After successfully completing training at Recruit Training Centre Kohat, Cpl Tech Shaukat was posted to SOE, PAF Base Korangi Creek for enhanced trade training. During his brief career with PAF, he also served at Badin and Sakesar. During 1971 War, Cpl Shaukat was discharging his duties at No 403 Sqn at Dacca, East Pakistan.

Brief Description of Gallantry: 1971 saw fast deteriorating relations between Pakistan and India over insurgency in East Pakistan. Consequently, Dacca became a centre of enemy conspiracies and Indian covert military actions through "Mukhti Bahini." While in Dacca, Shaukat not only displayed immense courage and dedication in discharging his duties, but was also a great source of inspiration for his stressed and fatigued colleagues. However, as the War neared its tragic end, the threat to the lives of West Pakistanis increased tremendously in East Pakistan. Despite all the odds, Shaukat never lost hope and kept motivating his colleagues to have faith.

On 16 Dec 1971, after the cease-fire, thousands of Pakistani (West Pakistani) soldiers became POWs. Cpl Tech Shaukat, however, showed great character and fought until the very last moment at his field observer post. His stiff resistance

against all odds lasted for hours, before he was finally captured by the enemy. While being beaten and humiliated by the Indian soldiers, he was forced to board one of the Indian Army trucks and was later transported to notorious Camp No 36 in Allahabad. At the camp, the prisoners were subjected to all sorts of torture, which included brutal beatings, humiliation and solitary confinement. Within days of confinement, the atrocities carried out by the enemy shattered the nerves of even the very strong, but not the courageous Shaukat.

During these horrific days of consistent mental agony and severe physical torture, Shaukat took up the Herculean task of rejuvenating the dying spirits of his fellow prisoners. He decided to embark upon a campaign to provide psychological and motivational help to the POWs to keep them motivated. With relentless efforts, he was finally able to infuse a new life in the prisoners. They now believed that they would one day reunite with their families. On 14 Aug 1972, Shaukat was instrumental in organising the Independence Day celebrations in the dreaded Camp. He also collected money from his fellow POWs and distributed sweets in the camp.

On 16 Jan 1973 (Eid ul Azha) at 0300 hrs, Cpl Tech Shaukat along with Cpl Tech Nawab Din, SAC Bashir and SAC Younas decided to execute the escape plan, which Shaukat had long been planning. The four sneaked out in two pairs, with Shaukat and Nawab Din leading. While the two were negotiating a barbed wire, one of the sentries got alarmed and opened indiscriminate firing. As a result, number of bullets pierced through the leg of Cpl Tech Nawab Din. Shaukat could have ran back to safety and saved his life but the sight of his comrade soaked in the pool of blood infuriated him and he leapt on the sentry like an enraged tiger. In the ensuing fight, other guard on the watchtower opened fire on him inflicting serious injuries. Undaunted, he continued to fight with his bare hands and did not lose the grip on the sentry. Simultaneously, he exhorted Nawab Din to escape. In the meanwhile, the whole camp propelled out of slumber, owing to incessant machine gun fire - all directed towards Shaukat. The brave airman breathed his last, while he was still holding the sentry by his neck. The news of Shaukat's death came as a shock to all POWs. He died like a gladiator and offered supreme sacrifice in line with the rich traditions of PAF.

Citation of Gallantry Award: "Cpl Tech Muhammad Shaukat while a POW in India conducted himself in an upright and fearless manner. He twice tried to escape from the POW camp. In the second attempt, he received serious bullet injuries; even then he pounced upon the armed guard in a bid to prevent



him from firing at his colleague Cpl Tech Nawab. For his outstanding and excellent performance, he is awarded with TJ."

Family Details: Shaukat had five brothers and three sisters. His brothers included Bashir Ahmad Hashmi (Late), Jameel Akhtar Hashmi, Shabbir Hussain Hashmi, and Liaqat Ali Hashmi. Sisters of the Shaheed are Bashiran Begum (Late), Zamarud Iqbal, and Samina Begum.

Jnr Tech Muhammad Latif (Shaheed), TJ



Name:	Muhammad Latif
Pak No:	79861
Trade:	Engine Fitter
Father's Name:	Abdul Latif
Date of Birth:	11 Feb 1947
Place of Birth:	Pind Sultani, Attock
Date of Enrolment:	30 Mar 1967
Date of Shahadat/Burial:	8 Dec 1971/Pind Sultani, Tehsil Jund, Attock
Gallantry Award:	TJ

Early Life/Career: Born in a remote village of District Attock, Latif completed his early education from Govt Primary School Pind Sultani. His father was a headmaster at Government High School Taxila. After passing matriculation exam from Govt High School Jand Attock, Latif entered the teaching profession. However, luck had something extraordinary in store for him. Since early days, Latif was an inquisitive young boy who always wanted to do something different in his life. Thus, he soon lost interest in teaching profession and decided to join a very demanding military organisation- the PAF. He passed the selection tests with ease and landed in Recruit Training Centre Kohat in 1967. After spending an eventful year at Kohat, he was enrolled in PAF as an aircraft technician. After successfully completing the F-86 Aircraft Crew Chief Course, he was posted to SOA Korangi Creek. Later he joined No 26 Sqn as a promising young technician and discharged his duties with utmost dedication. Owing to his professional competence, he was soon selected for an advanced course on Mirage aircraft at Bordeaux France. On return, he joined the lone Mirage Sqn of PAF, the elite No 5 Sqn. Prestigious No 26 Sqn was the next stop in the career of Latif. It was from this sqn he rose to highest pedestal of honour and attained Shahadat.



Participation in War: In mid 1971, the political turmoil in East Pakistan was gradually developing into an international crisis. Indians had been overtly threatening to "liberate" East Pakistan through military intervention. With tensions fast building up between the two archrivals, PAF was put on high alert. All FOBs were activated. Cpl Tech Latif was part of that dedicated team of ground crew deployed with No 26 Sqn at Murid. As a Crew Chief, Latif was tasked to maintain the highest standards of technical support, which he did until his last breath. During the War, he always did his best to turn around the aircraft in time.

Brief Description of Gallantry: On a crisp and cold morning of 8 Dec 1971, while Latif, as Crew Chief, was preparing the sabres for a mission, IAF fighters raided the Base with lightning speed. The enemy had achieved complete surprise. There were explosions all around as IAF Hunters ruthlessly pounded the Base. Instead of taking shelter to save his life, which he could have done without any qualm, Jnr Tech Latif stayed on. As the Indian Hunters pulled up to deliver attack, Latif did something extraordinary. He noticed that amidst the pandemonium, the ADA pilots were relentlessly trying to get out of their crammed cockpits but to no avail. They were now at the mercy of IAF jets. Jnr Tech Latif quickly took account of the situation. He knew that the fighter pilots were the greatest assets of PAF and their loss would have dangerous consequences on the outcome of the War. Undaunted by the heavy fire and disregarding his personal safety, Latif jumped into action and rushed to the nearest parked fighter aircraft. He quickly helped the pilot in unstrapping and directed him to safety. Then he moved on to next and repeated the heroic action until all the pilots were moved to safety. After saving the pilots, it was now time to save the vital PAF assists. Amidst heavy strafing from the enemy aircraft, Latif rushed back to the runway. During this relentless effort, a low flying aircraft dropped a bomb in his close vicinity, inflicting serious wounds upon him. However, soaked in pool of blood, he continued with the mission of saving the PAF's assets until a volley of Hunter's machine gun mowed the brave soldier. He succumbed to his wounds but his eyes depicted eternal satisfaction- he had carried out his duty. Latif had saved the day for his Sqn and for the PAF. In light of extraordinary courage, devotion, and sense of responsibility, Jnr Tech M Latif was later awarded with TJ by the Govt of Pakistan.



Citation of Gallantry Award: "During an enemy air raid, realising that the pilots strapped in Air Defence Alert aircraft were exposed to grave danger, Jnr Tech Muhammad Latif disregarded his personal safety, ran up to each aircraft and helped the pilots to unstrap and take cover. In this process, he was fatally wounded by enemy fire and died soon after. For his outstanding courage and devotion to duty, he is awarded TJ."

Family Details: Latif had two brothers and two sisters. One of his brothers Abdul Mutlib, served in Pakistan Navy and retired as Chief Petty Officer while the other,

Rehamatullah is a farmer. One of his sisters has passed away while the other is married and residing in Pind Sultani with her family. Latif's father had adopted a reclusive lifestyle after retiring from service. After the Shahadat of his son, he sank into mysticism and used to spend all his time at the Mazar of Bari Imam, from where he disappeared into oblivion never to be found again.

Burial: The courageous warrior, the fearless airmen and pride of PAF was given the hero's farewell at his funeral held at Peshawar. Officers, men, civilians, and common people from all walks of life attended the funeral of the great Shaheed. Later the gallant hero of PAF was laid to rest at his native town, Pind Sultani.



LAC Azam Nasir (Shaheed), TJ



Name:	Muhammad Azam Nasir
Pak No:	84250
Trade:	Sect Asstt
Father's Name:	Qazi Rasool Baksh
Date of Birth:	15 Mar 1950
Place of Birth:	Jampur, D G Khan
Date of Enrolment:	29 Dec 1969
Date of Shahadat:	08 Dec 1971
Gallantry Award:	TJ

Early Life/Career: Azam was born to the deeply religious family of Qazi Rasool Baksh, a local landlord at Jampur, DG Khan. Azam acquired religious education from his mother who also taught him to recite the holy Quran at a young age. After completing his schooling in Jampur, he did his F Sc from Govt Degree College DG Khan. While vacationing in Quetta, one day Azam saw young men queued in front of PAF Selection & Recruitment Centre Quetta. He got inspired by the smartly turned out men in blues working at the Selection Centre and made up his mind to join the PAF. Although his father wanted him to take up engineering discipline, Young Azam remained inspired by PAF. Finally his father had to surrender to his unwavering resolve and allowed him to pursue his passion. Azam passed all the selection tests with ease and joined PAF in Sectt trade. After completion of training, Azam was sent to PAF Base Lahore where he discharged his duties with great commitment. Prior to outbreak of Pak India War of 1971, LAC Azam was performing duties in No 403 Sqn at PAF Base Chander.

Brief Description of Gallantry: On 8 Dec 1971, PAF Base Chander came under ruthless Indian air attack. The surprise attack was so devastating that no one found time to react and rushed to the nearby trenches. Azam took account of the situation for a while and decided not to abandon his post. He instead took up his G-3 rifle and opened indiscriminate fire on the invading Indian jets. His comrades looked at Azam from their trenches in complete awe and admired his heroic act. Meanwhile, undaunted by the heavy strafing attack by the enemy jets, he kept firing at the low flying Bomber with a firm hope that he would get one of them. In

the melee, a bomb that had dropped hardly a few yards from him, created a huge crater. The flying debris of mud and lose sand fell on the trenches burying the men inside. LAC Azam rushed towards the bunker, started to remove the gravel, shovel after shovel, and rescued his comrades from a sure death. Later, he once again picked up his rifle and opened fire on the low flying jets. However, the brave son of Pakistan was no match to the pouring bombs; he soon fell like a true patriot and embraced Shahadat in line of duty. In view of courage, determination, and steadfastness against all odds, TJ was conferred upon LAC M Azam Nasir.

Citation of Gallantry Award: "During an enemy raid at PAF Chander, instead of taking shelter, LAC Mohammed Azam Nasir proudly faced the Indian bomber with G-3 rifle and kept on firing at the attacking aircraft. A bomb fell about six yards from his trench and buried him along with other occupants of the trench. All except him were dug out alive. For his outstanding courage and devotion to duty, he is awarded TJ".

Family Details: Father of LAC Azam, an agriculturist by profession, was a much-respected personality of Jampur in DG Khan. He was blessed with four sons and two daughters. Azam's elder sister Irshad Bibi is a housewife while his brother Muhammad Nawaz retired as a superintendent. His brother, Haq Nawaz passed away in 1972. His third brother Dil Nawaz, is a stenographer in Asstt Commissioner's Office at Jampur. Ms Rashida Bibi is the youngest of Azam's siblings and is a teacher by profession.

Chapter 6

Decorated Ghazi of 1971 War

Air Mshl Rahim Khan, HJ, HQA, SPk, SBt



Name:	Abdur Rahim Khan
Pak No:	2927
Father's Name:	K. B. Khan
Date of Birth:	25 Oct 1925
Place of Birth:	Morgah, Rawalpindi
GD(P) Course:	Pre-Partition Commission
Date of Commission:	5 Jun 1944
Date of Retirement:	3 Mar 1972
Date of Demise/Burial:	28 Feb 1990/Maryland, USA
Gallantry Award:	HJ

Early Life/Career: Air Marshal Rahim Khan joined the Indian Air Force from Wadia College, Pune in 1943. He received his initial flying training from various flying units, which included Secunderabad, Jodhpur and Ambala, and after commissioning was posted to No 7 Sqn of the RIAF. Based at Imphal, an Eastern Cantonment of the British India, young Rahim saw action during WW-II. His Sqn Cdr at that time was PC Lal (incidentally, during 1971 War, P C Lal was the Chief of Staff of the IAF). Remaining on Burma front, Rahim Khan fought against the Japanese and was later awarded with the Burma Medal for his glorious services. After the War, he was selected for Advanced Fighter Training Course in United Kingdom in 1946.

At the time of partition, he opted for Pakistan and joined PAF Flying School at Risalpur as a flying instructor. He, along with other pioneering team of officers like Asghar Khan and Nur Khan, played a key role in laying down the foundation of nascent RPAF.

During 1949, he was posted at Miranshah, where he actively participated in air action against the tribal warlords and also carried out watch and ward duties for a period spanning a year. In 1951 while undergoing an advanced course, he flew supersonic fighters and thus became the first Pakistani pilot to fly faster than sound. Later in his career, he attended RAF Staff College at Andover.

In 1952 after completing the FLS in UK, he commanded No 11 Sqn, equipped with newly inducted jet aircraft 'Supermarine Attackers'. Thus, he became the first Sqn

commander of the first jet Sqn of the PAF. In 1959, he took over the command of PAF Mauripur. By the fall of 1961, Gp Capt Rahim Khan was nominated by the Pakistan Air Force for the Imperial Defence College, the first and the youngest from the PAF to be selected for the prestigious course. In 1963, on his return from Imperial Defence College Course, he was appointed, first as Director Plans and later on as Director Air Operations at AHQ.

The Indo-Pakistan War 1965. In Nov 1964, he was promoted to Air Commodore and was appointed as ACAS (Ops). While serving on this important assignment, he saw the four distinct but interconnected stages of 1965 War sequence: Operation Desert Hawk (Rann of Kutch), Operation Gibraltar, Operation Grand Slam, and finally the Sep War. He, being the key planner at AHQ showed tremendous potential in devising War strategy. He also led the air operations during the War from the front and flew numerous operational missions. His most memorable mission of the War remained the daredevil bombing mission by an unarmed C-130 aircraft. While Wg Cdr Butt piloted the memorable mission, he accompanied the crew for motivation and also to take first hand stock of the operations. On another occasion, he flew, along with Sqn Ldr Sajad Haider, in the thick of War and did some recce missions deep inside enemy territory.



During the War, the aim of PAF was to neutralise IAF in the initial round of War by attacking its vital infrastructure and important air bases by the carefully planned PAF strikes. Rahim Khan, being the head of air operations, implemented the desired strategy in its true latter and spirit and achieved significant objectives during the War. He also supported Pak Army by continuously providing them with essential close air support missions. Later these missions proved to be successful as they played a key role in winning many important land battles, capture of Jurian was one such example.

In Feb 1966, he was appointed Commandant of PAF Staff College at Drigh Road, from where he returned to AHQ as ACAS (Admin) in 1968. While on this appointment, he was promoted to the rank of Air Vice Marshal in Aug 1969.



As C-in-C of the PAF: On 1 Sep 1969, Rahim Khan assumed the command of PAF in the rank of Air Marshal. During his tenure as C-in-C, he was credited for the introduction of concrete pens for the aircraft to diminish their vulnerability at all Bases. He also implemented a partial reversion from centralised to Sqn level maintenance, which proved operationally beneficial over the years.

Special Parade by RAF in the UK: When Air Marshal Rahim took over as the C-in-C, he was invited as Chief Guest at a graduation parade held at RAF Cranwell.

Upon his arrival before the Parade, he observed that all ranks of the RAF on that Parade were wearing great coats while he was wearing a service dress. Before the Air Mshl came in to review the parade, all ranks attending at the parade took off their great coats. Such a respect was given to Air Mshl Rahim Khan by the RAF. He was the first ever Chief from the subcontinent to have been invited as a Chief Guest on a passing out parade at RAF Cranwell.

The Indo-Pak War of 1971: Much before the advent of the actual War in Dec, Air Marshal Rahim Khan had already geared up the PAF to face any IAF misadventures. He, as the visionary commander, had seen the gathering storm in East Pakistan, which forced him to take effective measures to prepare the PAF in case of any eventuality. In order to increase the survivability of PAF aircraft, he ordered to construct large numbers of camouflaged revetments at the Bases.

In addition, under his visionary command, airfields were protected by large numbers of antiaircraft guns including US supplied quad-mounted, half-inch machine guns, and Chinese-built 14.5mm heavy machine guns beside 37mm cannons. PAF also improved its organisation of ground observers, which proved successful in warning of the approach of Indian aircraft. Its radar coverage was expanded and the command-and-control system was upgraded by adding Soviet P-35 ground-controlled intercept radars, Plessey AR-1 low-level radars, and Marconi Condor ground-controlled intercept stations.

Air Marshal Rahim Khan had envisaged the role of PAF much before the outbreak of the War. He knew that in the event of War, PAF was to defend Pakistani territory and ground forces from air attack. Secondary missions included



Air Mshl Rahim Khan receiving general salute during a graduation ceremony at RAF Cranwell



Air Mshl Rahim Khan with Prime Minister Bhutto (1970)



Air Mshl Rahim Khan being introduced to Prince Charles



In a light mood with his personal friend Prince Karim Agha Khan

interdiction of enemy airfields, transportation centres, and military targets, and close air support of Pakistani troops. He knew that PAF would be outnumbered during the War, hence he relied mostly on professionalism of his human resource.



After flying an operational mission on the newly inducted Mirage aircraft into the fleet of PAF

At the beginning of the conflict in Dec 1971, the PAF comprised 13 combat Sqns manned by some 17,000 personnel. One Sqn of Sabre was based at Dacca, East Pakistan. The 12 remaining Sqns were stationed in West Pakistan. With this handful men and infrastructure, he devised an offensive strategy, which proved successful later. The threat was enormous, however, he remained undeterred and fought the War with great courage and conviction. PAF did well and showed great performance against all odds during the War. The UN military observer to





Pakistan, General Chuck Yeager of USAF, comprehensively described the great determination and professionalism, which PAF showed during the War. He had said, "The air War lasted two weeks and the Pakistanis scored a three-to-one kill ratio, knocking out 102 Russian-made Indian jets and losing thirty-four air planes of their own. I'm certain about the figures because I went out several times a day in a chopper and counted the wrecks below. They were really good, aggressive dog fighters and proficient in gunnery and air combat tactics. I was damned impressed. Those guys just lived and breathed flying."

His illustrious career with PAF ended in 1972. After retirement, Air Marshal Abdur Rahim Khan was sent as an Ambassador of the Islamic Republic of Pakistan to Spain on 11 May 1972 where he remained for three years.

Later in his life, Air Marshal Abdur Rahim Khan decided to settle down in United States of America. He lived in Potomac, Maryland until he died on 28 Feb 1990. He was given a befitting service funeral, which he deserved the most, and was buried with full military honours at Maryland USA.

Air Mshl Abdur Rahim Khan was a true patriot with a deep love for Pakistan, who was ever ready to fight and sacrifice for his beloved Motherland. A bold Commander who led from the front, exemplified from his various daring actions both during War and peace. He was well respected by his juniors. Under a stern exterior, there was a caring man who believed in the importance of the role of the human resource, in any organisation.

Family Details: Air Mshl Rahim Khan married Meherunnisa in 1963, the daughter of Nawab of Rampur and the niece of Lt Gen Sahibzada Yaqoob Khan. The wedding took place at UK where he was doing the Imperial Defence Staff Course. This was Meherunnisa's second wedding. She had a Son, Zain Naqi, and a daughter, Zeba Hassan. Between Air Marshal Rahim and Mrs Rahim they had two children, son Abid, who died in a car accident in USA and a daughter Maryam, who spends most of her time with her mother in USA.

Air Mshl Inam-ul-Haque, HJ, HI(M), SI(M)



Name:	Inam-ul-Haque Khan
Pak No:	953
Father's Name:	SM Fazle Haque Khan
Date of Birth:	25 May 1927
Place of Birth:	Patiala, India
GD(P) Course:	5 GD (P)
Date of Commission:	23 Dec 1949
Date of Retirement:	18 Feb 1984
Gallantry Award:	HJ

Early Life/Career: Inam-ul-Haque Khan was born in Patiala in 1927. Graduated in 1945 from Aligarh Muslim University and migrated to Pakistan in 1947, Inam later joined RPAF College, Risalpur as a cadet in 5th G D (P) Course in 1948. Brilliant Inam was exceptional during training at Risalpur. Flying came naturally to young Inam and he soon proved his mettle in the academics as well as in extra-curricular activities at the College. In the following year in 1949, he not only earned his wings but also made an enviable record in the history of PAF. On the graduation day, he clinched all the prestigious awards of the college. He won the coveted Sword of Honour for over all best performance in the course, Best Pilot Trophy for best performance in flying and Best in Ground Subjects Trophy. Thus, he became the first cadet in the history of PAF achieving the rare feat.

After graduation, Inam did the fighter conversion and later joined the prestigious No 5 Sqn as a young and promising fighter pilot. The Sqn at that time was equipped with Tempest MK II aircraft and was assigned to carry out watch and ward duties from Miranshah. Inam actively participated in all such operational missions with zest and mastered the art of fighter flying in a short time. After having a short stint of one year at the Sqn, he went for FIS course at Risalpur and later became the qualified flying instructor imparting flying training to young cadets of RPAF. With the induction of the first jet aircraft of RPAF, 'Supermarine Attacker', Inam was among the first to receive training on the new weapon system. On completion of training, he joined the lone jet sqn of RPAF, the elite No 11 Sqn, under the able command of Sqn Ldr Rahim Khan.

In 1957, No 16 Tactical Attack Sqn was raised and equipped with newly inducted F-86F Sabre aircraft. Simultaneously, Sqn Ldr Inam-ul-Haque became

its first Sqn Cdr. He commanded the sqn with great determination for a period of almost one year and then got posted to AHQ as Inspector Flight Safety. The great honour for Wg Cdr Inam-ul-Haque came in 1960, when he was entrusted with the command of prestigious No 32 Flying Wing at Mauripur. After spending an eventful year at Mauripur, Inam became Deputy Commandant PAF Academy Risalpur and participated in the 1965 War, serving on the same appointment. Although, he did not directly participate in the flying operations during the War; however, his Base was the launching pad for all sorts of bombing missions. Risalpur was also used as the diversionary airfield, mostly, for the B-57s. During the War, he provided valuable support to on-going bomber missions and ensured their quick turnaround for subsequent sorties.

After the 1965 War, Inam was entrusted with the important appointment of Air Attaché to China. The US Embargo imposed on Pakistan after the 1965 War, left no other option for the Air Staff to look into for induction of weapon systems than its close and trustworthy ally China. Hence, the job of recently posted Air Attaché became even more demanding. Remaining on this vital assignment, he played a key role in the induction of weapon systems like F-6 aircraft into the fleet of PAF.

On his return, he was once again honoured with the prestigious command of No 33 Wing at Sargodha in 1968. After having a short stint, he commanded PAF Base Peshawar for two years and later became instructor at NDU Rawalpindi.

In 1971, Air Cdre Inam became AOC & Air Advisor to the Govt of East Pakistan, at a time when the law and order situation in East Pakistan was deteriorating with every passing day. Leading PAF in those trying circumstances was a test of sorts and Air Cdre Inam did a tremendous job of keeping his cool and leading PAF, through those trying days. Being posted at Dacca, Inam did his best with the meek and out-dated PAF infrastructure and left no stone unturned till the very last day of the 1971 War.

Participation during 1971 War: Cognizant of the PAF's shortcomings and weaknesses in its air defence, Inam-ul-Haque made some crucial decisions with the outbreak of the War. He reorganised Tejgaon's ack ack defences, dispersed his aircraft, and mobilised special runway repair teams of army jawans and airmen.



Dummy aircraft and equipment were placed in eye-catching spots at Kurmitola and Tejgaon airfields, while the real hardware was carefully camouflaged. He asked for maximum air defence warning that could be gathered from the outlaying Pak Army border forces. He considered Chittagong airfield to the south of Dacca to be too far to be protected by his single sqn and ordered its runway to be blocked. In short, each of the 600 odd men under his resolute command had more than enough to do, and every single one responded with inspired dedication.

The outnumbered and ill-equipped, No 14 Sqn, under his command, fought the War with

full devotion and produced unimaginable results. The lone No 14 sqn at Dacca was up against ten IAF sqns and safeguarded the aerial frontiers of East Pakistan with pride. The Sqn and shot down a large number of IAF aircraft during various air combats. The Sqn gave a brave fight for the first six days of the War and never allowed the enemy to gain air superiority in East Pakistan. Its valiant fighter pilots like Dilawar Hussain, Shamsul Haq, Shamshad Ahmed, Syed Ahmed, Javed Afzaal. Saeed Afzal and many more fought the IAF with full dedication and earned coveted SJ at the end of the War.

At 0500 hrs on 7 Dec, IAF bombers attacked Tejgaon airfield and rendered the runway unserviceable for further air operations. Thus ended the stirring last days of No 14 sqn in East Pakistan.

The Last Man Standing: Air Marshal Inam-ul-Haque was literally the last man standing until the ceasefire. His conscience never allowed him to desert his post he was entrusted with. On fall of Dacca, he, along with six General Officers of Pak Army, remained POW for nearly 28 months in Jubulpore India till Apr 1974. However, he made all his under command pilots and officers to leave Dacca and proceed to West Pakistan via Burma and Sri Lanka. He did what he thought was right for the nation and for the PAF, and did it in a befitting manner. He stood tall and held his ground during all those months of turmoil and agony, thus showing great character.

Career High Lights: On his return to Pakistan in 1974, Inam became ACAS (Operations) AHQ. On promotion to two stars rank, he became the Air Officer Commanding Air Defence Command at Chaklala and later became DG Joint Staff at JSHQ. On promotion to three stars rank, he was entrusted with a unique appointment of being the Federal Minister in the Govt of Pakistan, during President Zia ul Haq period. His long and illustrious career with PAF ended in Feb 1984.

Courses Attended: Air Marshal Inam-ul-Haque attended various service curses during his tour of duties with PAF, which included Flying Instructors' Course (UK) in 1951, Jet Transition Course (Germany) in 1955, Advance Fighter Conversion Course (USA) in 1956, Fighter Leaders' Course in 1957 and PAF Staff College Course in 1961

Family Details: Air Mshl Inam married Begum Tasneem in 1953. They have been blessed with a son and two daughters. His wife expired within three months when he was taken as POW. His youngest daughter was barely 7 years old then. News about his wife death was conveyed to Delhi within hours. It, however, took 10 days to reach Jabalpur POW Camp.

Air Marshal Inam ul Haq remarried in 1981 and is presently leading a dignified life at Rawalpindi.

Air Chf Mshl Hakimullah, NI (M), SJ, SBt, TBt



Name:	Hakimullah Khan Durrani
Pak No:	3756
Father's Name:	Habibullah
Date of Birth:	15 Oct 1935
Place of Birth:	Charsadda, KPK
GD(P) Course:	23 GD (P)
Date of Commission:	11 Jan 1957
Date of Retirement:	9 Mar 1991
Gallantry Award:	SJ

Early Life/Career: Born in the famous Durrani clan of Charsadda, young Hakimullah received early education from Government High School Charsadda. Talented Hakimullah then joined RPAF College Risalpur in Oct 1954 with a dream to serve the country as a fighter pilot. At RPAF College, he proved his mettle in flying and exhibited great potential in curricular and co-curricular activities. His determination paid dividends on the graduation day, when he made his family proud by winning the "Best Pilot Trophy" and "Trophy for Best Performance in ground subjects," a unique honour indeed. He was destined to rise to higher echelons and history bore witness to this fact. Completing the F-86 conversion course with distinction, promising Hakimullah joined the elite No 15 Sqn, equipped with state-of-the-art Sabres. He mastered the art of air combat in stunningly record time and proved his mettle in gunnery too. After attaining laurels in No 15 Sqn, prestigious No 11 Sqn became his next stop. As the clouds of War gathered towards the end of Aug 1965, he became the Flt Cdr of No 9 Sqn and fought the War from the same unit.

Participation in 1965 War: On the morning of 3 Sep 1965, PAF Operations commenced at dawn with the CAP of 2 Sabres and one F-104, with the task of deterring the IAF from interfering in the ground battle. As the second CAP of the day scrambled from Sargodha, about an hour or so later, Sakesar's Radar picked up an enemy track of four aircraft at 36,000 feet over the battle area. The CAP was directed to engage the enemy. The two PAF Sabres, led by Flt Lt Yousuf Ali Khan, though outnumbered, engaged the formation of four Gnats. In the ensuing fight, two more Gnats appeared on the scene. The PAF pair put up a stout performance to

disperse the enemy, thus thwarting their intentions. Sakesar redirected the F-104, flown by Flg Off Abbas Mirza, after futile pursuit of another hostile track, towards this on-going combat. With a series of high-speed dives through the tightly circling aircraft, the F-104 helped to drive the enemy away. Flt Lt Yousuf's Sabre had been badly damaged by the 30 mm guns of a Gnat in this encounter, but he bravely manoeuvred it back to Sargodha, and later flew it again. There was a sequel to this combat. While the melee was on, Sakesar had scrambled another F-104, flown by Flt Lt Hakimullah to the scene. As he arrived on the scene, he came across one of the Gnats returning to its base after the engagement, but had strayed from its main formation. Its pilot was horrified to confront another F-104 at such close quarters. Finding itself over the disused PAF airfield of Pasrur, its pilot promptly lowered his undercarriage in surrender, and landed the aircraft intact, with the assistance of its tail parachute. Flt Lt Hakimullah continued circling overhead for some 20 minutes or so, until the Gnat and its pilot were captured by Pakistani troops.

Citation of TBt: "Flt Lt Hakimullah was a pilot flying the star fighters (F- 104). He showed exceptional skill and enthusiasm in deterring the enemy from achieving its aims. In one of his missions, he forced an enemy Gnat pilot to force-land his aircraft in Pakistan territory."

Participation in 1971 War: After the 1965 War, PAF was in urgent need of re-enforcing its fighter aircraft fleet. Although the veteran Sabre and formidable B-57 did a wonderful job in the 1965 War; however, need was felt at the higher echelon of PAF to look for a new state-of-the-art weapon system which could subsequently replace the aging Sabre and B-57. Soon the French Mirage aircraft was short-listed and within a record time a sqn was established at Sargodha. At a time when tensions grew between the two arch rival neighbouring countries, Wg Cdr Hakimullah was



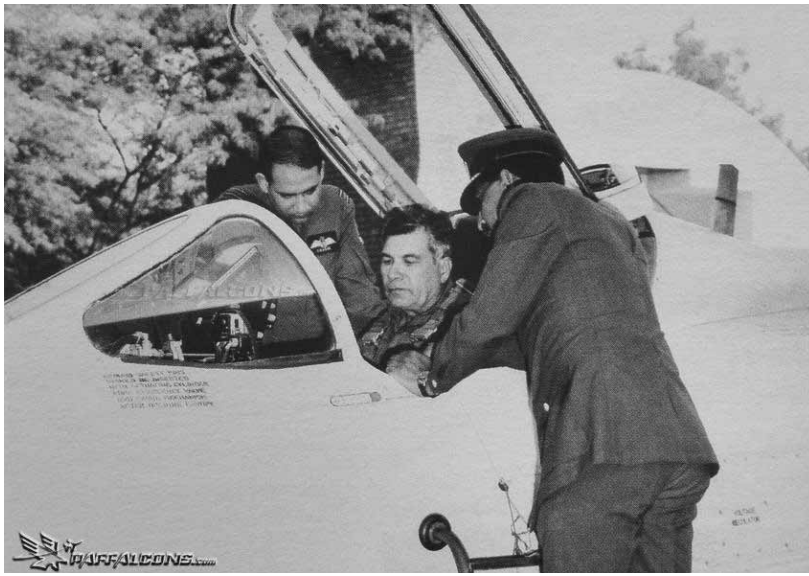
Flt Cdr Hakimullah (4th from left-2nd row) along with his course mates of 23 GD(P) course at Risalpur (1954)



Flt Lt Hakimullah forces an IAF Gnat to surrender at Pasrur



Sqn Ldr Hakimullah (5th from right), Air Mshl Asghar Khan (centre) along with the pilots of No 9 Sqn at Sargodha (1964)



Air Chf Mshl Hakimullah in the cockpit of newly inducted F-7P aircraft at PAF Base Rafiqui



Sqn Ldr Hakimullah, Sqn Cdr No 5 Sqn (sitting in centre) along with his under command fighter pilots at Sargodha (1971)

commanding No 5 Sqn equipped with 23 new Mirage aircraft. A detachment of six aircraft, led by Sqn Ldr Farooq F Khan, was moved to the deep-located satellite Base of Mianwali to provide redundancy in the night intercept role and as a backup strike element for the all-important land offensive. As the War broke out on 3 Dec 1971, Hakimullah's boys went straight into action, on the very first day of the War. Contrary to the general perception, PAF's dusk strikes of 3 Dec against some of the forward Indian airfields were not pre-emptory at all. On 21 Nov the Indian invasion of East Pakistan had already taken place in earnest. These strikes were of course, aimed at cratering runways and destroying radars. They also had an intrinsic 'provocative' element, which the PAF planned to exploit cleverly through its well-prepared air defence. IAF retaliated the following morning.



Being interviewed by BBC team during 1971 War

Wg Cdr Hakimullah led a flight of four Mirages to Amritsar, while his Flt Cdr, Sqn Ldr Aftab Alam, led another flight of four Mirages to Pathankot. Heading east into fast-fading light, Wg Cdr Hakimullah was able to take a cue from Amritsar runway lights, which were inexplicably glimmering when it should have been a complete blackout. His formation pulled up for a dive attack to deliver two 750-lb bombs each. Except for No 4, whose bombs did not release due to some malfunction, the rest were able to put in the attacks in the beginning of the runway. No 5 Sqn under their resolute Sqn Cdr continued with the airfield strikes, flying for five more days. A mission each was flown on 5, 6, 8, 9 and 10 Dec. Awantipura airfield was added to the usual list of Amritsar and Pathankot. Wg Cdr Hakimullah, Sqn Ldr Rao Akhtar and Sqn Ldr Arif Manzoor alternated as mission leaders for these subsequent strikes. With the threat of enemy interceptors increasing, it was also decided to add a pair of escorts during the airfield strikes. In all, 38 strike sorties (including 8 escorts) were flown by Mirages against three forward airfields.

One of the hugely successful missions of the War was an attack on Mukerian Railway Station. On 15 Dec, Wg Cdr Hakimullah was tasked to lead a four-ship mission to attack Bhangala Railway Station on Jalandhar-Pathankot railway line. After pulling up for the attack, he was dismayed to discover that there was no rolling stock in sight, but he decided to try his luck further south along the railway line. Having flown a mere 30 seconds, he overflew Mukerian Railway Station, which was bustling with trains. Peeling off into the attack pattern, the four Mirages set themselves for single-pass dive attacks with two 750-lb bombs each. The formation successfully destroyed at least 100 freight bogies latched to different trains berthed adjacent to each other. The Mirages released their bombs one by one though No 4, who had hung ordnance, pulled off dry. The impact of the bombs, on fuel and ammunition laden trains, was so furious that the blasts

shook the aircraft; No 2's drop tanks sheared off with the shock wave but he was able to fly back without any further damage. Hakimullah's sqn also flew extensive photo recce and interception missions. Mirages fervently conducted photo recce missions along Ferozepur-Kot Kapura, Ferozepur-Fazilka and Fazilka-Muktasar railway networks, as well as in general areas of Ferozepur and Sri Ganganagar, for the latest disposition of forces. An important mission involved recce of crossing points over Gang Canal for a careful scrutiny of obstacles across the waterway that



Wg Cdr Hakimullah pulling up after delivering an attack on Mukerian Railway yard (1971 War)



Air Chf Mshl Hakimullah during the induction ceremony of F-7P aircraft at PAF Base Rafiqui

could possibly impede the movement of no 2 Corps.

Under Wg Cdr Hakimullah's vivid command, Mirages flew 393 sorties, which was 13% of PAF's overall War effort of 2,921 sorties. The sqn produced some remarkable results and his pilots earned numerous air-to-air kills. He very ably commanded the Sqn during the War and, also led several dangerous missions in enemy territory, he was later awarded SJ. A month after the War, No 5 Sqn was able to line up 22 Mirages for all to see on the tarmac at Sargodha, while the 23rd Mirage was under maintenance in a hangar. The impressive sight belied IAF claims of any losses that had been incurred by the Mirage fleet during the War.

Citation of Gallantry Award: "Wg Cdr Hakimullah was commanding a fighter bomber Sqn during the Indo-Pakistan War in 1971. He led five strike missions against heavily defended enemy airfields. Every mission, led by him, including the first strike against Amritsar, was flown with tremendous courage and exceptional professional skill. He flew with nerve and cool composure, which was a source of inspiration for his team in particular and everyone else connected with operational activity in general. During some of these strikes, enemy fighters intercepted his formation over Indian airfields. Wg Cdr Hakimullah lived up to the highest traditions of leadership during these critical moments and accomplished the primary mission. Throughout the War his unit, inspired by him, flew boldly and without any losses in aircraft or pilot. For his gallant and professional performance, he is awarded SJ."

Career Milestones: With the War over and magnificent performance under his belt, Wg Cdr Hakimullah went on deputation to Libya for a year. On return, he was entrusted with the prestigious assignment of Personal Staff Officer (PSO) to CAS. He discharged his duties with full commitment for a year before he was entrusted with the command of esteemed No 33 Wing, a dream in a career of any PAF fighter pilot. Later in his career, he remained on various command and staff appointments, which included the command of elite Combat Commanders School, command of PAF Base Rafiqui, Director Operations at AHQ and Chief Project Director Project Falcon - the project related to the induction of F-16 aircraft. Later he became the Assistant Chief of Air Staff Flight Safety, Senior Air Staff Officer at Air Defence Command and Assistant Chief of Air Staff operations. On promotion to two/three star ranks, he was appointed as Deputy Chief of Air Staff Operations and Administration, before taking over the prestigious command of PAF in Mar 1988.

At the Helm of Affairs: Air Chf Mshl Hakimullah took over the command of PAF at a very challenging time; nevertheless, he took up the challenge and discharged his responsibilities with sincerity and dedication. The list of his enviable achievements is long; however, some of the important milestones achieved during his tenure require a brief mention. He played a major role in the smooth induction of Mirage and F-16 aircraft in the PAF. He also overcame several obstacles to ensure that the F-16s, in the required configuration, were made available to the PAF in the shortest possible time. The timely induction of these aircraft proved to be particularly useful when the Afghan air violations increased, and reached their crescendo during the earlier part of his tenure as CAS. He is also credited for

placing orders for an additional sixty F-16s, which could not be delivered because of the Pressler's Amendment. The credit of inducting ex-Australian Mirages also goes to him. This contract was more beneficial to PAF than had been expected. PAF was not only able to recover forty-five Mirages for its fleet, but also recovered spares, jigs, and fixture, which were to prove handy in the difficult times ahead. He also made possible the acquisition of Mistrals, although this procurement elicited some concern at the time. The vision and farsightedness of his decision was vindicated later. One of the most important milestone of his tenure as the CAS was the decision to amalgamate the Engineering Branch of the PAF. The Air Chief formed a high-powered team to study the problems. The team, after studying the system used by the leading air forces of the world, finely presented their recommendation. Under Air Chf Mshl Hakimullah's command, PAF conducted Exercise High Mark-89, including a large-scale army exercise entitled Zarb-e-Momin, and a very large-scale fire power demonstration in 1989.

Air Chf Mshl Hakimullah had an eventful career. He always held the best professional appointments that the service could offer, and gave a good account to himself, Intelligent, aggressive, and articulate, he projected the Air Force point of view effectively.

Family Details: Hakimullah married Khalida begum on 13 Jan 1963. The couple is blessed with a son Tariq born in 1965. His two daughters are Sofia and Hadia.

Air Chf Mshl Hakimullah is a man of humble disposition who never tried to glorify his own self and his achievements. The fact remains that he left behind an enviable and outstanding record and legacy of a Senior Commander, through his illustrious career. He is a family man, and his hobbies include fishing and playing bridge.



Air Mshl Qazi Javed, HI (M), SJ



Name:	Qazi Javed Ahmed
Pak No:	4803
Father's Name:	Azizur Rehman
Date of Birth:	15 Jun 1948
Place of Birth:	Rawat, Rawalpindi
GD(P) Course:	43 GD (P)
Date of Commission:	22 Jan 1967
Date of Retirement:	20 Nov 2000
Gallantry Award:	SJ

Early Life/Career: Born in a family of military traditions, Javed was the only son of Mr Azizur Rehman. His father, a graduate of Aligarh, was a Captain in National Guards. Javed received early education at Sargodha and in 1961 joined PAF School Lowertopa as a first step towards becoming a fighter pilot of PAF. After spending three eventful years of training at lush green Murree hills, Javed joined PAF Academy Risalpur in 1965. He initially flew tricky Harvard and later got flying training on the newly inducted jet trainer; the 'Tweety Bird' (T-37 aircraft). Javed's dream came true on the morning of 22 Jan 1967, when he earned his precious wings and joined the elite club of fighter pilots. After graduation, he did F-86 conversion at Mauripur and then joined elite No 18 Sqn under the legendary command of 1965 War veteran, Sqn Ldr Muhammad Akbar. Under the close supervision of his dashing Sqn Cdr, he soon mastered the art of air combat and emerged as a promising young fighter pilot of PAF.

War Experience: At a time when situation in the East Pakistan was deteriorating, Flt Lt Javed went on attachment with No 14 Sqn at Dacca in Mar 1971. The lone Sqn was up against 10 IAF fighter Sqns equipped with latest fighter aircraft including SU-7 and Mig-21. However, the resilient pilots of No 14 Sqn remained undeterred and fought the War until the very last moment.

These were the hard times for the Sqn. The law and order situation in East Pakistan was a continuous source of disillusionment for PAF personnel. The defections by Bengali speaking airmen was on the rise and there was a complete mistrust between ranks. However, the pilots of No 14 Sqn remained committed to their job and did their best.



Flt Cdt Javed (4th from left -1st row) along with his course mates of 43 GD(P) course at PAF Academy Risalpur (1965)

Operation Bahrab Bazar: Javed initially flew CAP missions on the Sabres and remained busy in guarding the aerial frontiers of East Pakistan during the tour of his duty with the Sqn. On 15 Apr 1971, the Sqn was tasked with a very important mission. Pak Army had requested a close support mission in a volatile Bahrab bazaar area where the notorious Mukti Bahinis had taken over the control. At Bahrab Bazar, the largest and the only left over reserves of food grain were preserved in the silos. The silos were located at the bank of a river and were occupied by the Indian infiltrators and Mukti Bahinis. In this back drop, a joint services operation was planned to regain control of the area. During the mission, PAF was tasked to provide close air support, while the Pak Navy was to bring the army troops in the small makeshift boats. The boats operated on the outboard engines only and were fitted with the machine guns.



Operation Bahrab Bazar during 1971 War

On the prescribed time and location the F-86 formation comprising Sqn Ldr Abbas Khattak (leader), Flt Lt Khalid, Flg Off Shafqat and Flg Off Javed strafed and rocketed the strong hold of the enemy, while the Pak Navy brought in the army, which moved forward in no time . Brigadier TM (Tariq Mehmood who later rose to fame in Pak Army), then a Major, led the army heliborne contingent. The entire action was swift and completed in a short time. The swift action resulted in recapturing the storage and defeating the infiltrators. The mission was a complete success, thanks to the well-coordinated attack carried out by the three forces.

Participation in 1971 War: After spending three eventful months at Dacca, Flt Lt Javed returned to West Pakistan and joined his parent unit the elite No 18 Sqn. He had hardly spent a month at the Sqn when he went for the conversion course on F-6 aircraft. After the course, No 25 Sqn at Sargodha was next in his tour of duties. At the Sqn, he proved his mettle and spent no time in mastering the twin-engine power pack, the formidable F-6 aircraft. The legendary fighter pilot and War veteran of the 1965 War, Wing Cdr Hatmi, then commanded the Sqn. Months later, War broke out in Dec and Javed along with a flight of No 25 Sqn went to Mianwali for participating in the War. Initially the Sqn flew the routine CAP missions and provided cover to Sakesar radar installation. Javed started to fly these routine CAP missions with a hope to get a chance of encounter with the enemy, some day. However, he never knew that his wish would be fulfilled in the next couple of days.

Brief Description of Gallantry: On 4 Dec 1971, Flt Lt Javed and Sqn Ldr Ehsan were on an ADA (Air Defence Alert) as the last pair before sunset. The two were sitting few yards away from their Chinese F-6 aircraft, when suddenly the ADA siren went off and they scrambled about 15 min before the sunset. As they were taxiing out towards the runway, Javed saw 2 Hunters pulling up along the farther side of the runway heading west. He immediately informed his leader about the same who called contact. By this time, the attackers were very close to the runway and both the F-6s were in their range. Disregarding the impending danger, the leader opened power and hurried up for the final checks. Javed followed the suit. They wanted to get airborne as quickly as possible because until they were on the runway they were like sitting ducks for the attacking aircraft. Suddenly something extraordinary happened. The Leader, who was in the process of turning on the line up point, went off the runway while opening power. He probably had opened up too much power in trying to line up quickly and thus paid the price. Realising that there was no time to ask about leader's welfare, Javed tried to line up while opening full power and started rolling for take off. By this time, Javed had seen the Leader of the Hunter formation firing indiscriminately on the left side of the runway. However, Javed was more worried about the No 2, who had all the time to spot him and take him down. While taking off, Javed was craning his neck back to see him and then suddenly he saw the flash of guns fired at his F-6. Luckily the bullets overshoot his aircraft by a good 200 feet and offset to the left side, as he was too close.

By now, Javed was airborne and had accelerated to almost 120 Kph. The attacker thunder passed him and flew away. Javed's main concern was now to

keep him in sight as he was fast disappearing over the horizon. In bargain, Javed got so much engrossed in staying with the intruder that he forgot to jettison the drop tanks. Despite this, the aircraft managed to accelerate to 900 Kph. In the meanwhile, Javed saw the Hunter almost at the same level about 4 km ahead silhouetted against the hills of Sakesar. The sun was going down and the usual haze of the evening was setting in but fortunately, for Javed, Hunter was slightly above the thick layer of haze.

It was at this time Javed realised that he had not punched his tanks, so without giving a second thought to consequences, he pressed the button to get rid of them. Javed was now at almost touching 1100 Kph and closing in fast on the Hunter who was oblivious of the gallant PAF pilot behind his tail. Javed first thought of taking



Flt Lt Javed downs an IAF Hunter near Sakesar Hills during 1971 War

the Hunter down with his sidewinder. He fired the missile and soon realised that the target was out of range. The missile obviously went into the ground a couple of thousand feet ahead of aircraft. He then eased up a little and fired the second missile with almost similar results. Next Javed decided to shoot him with his formidable guns. He leaped on the escaping Hunter and as the target settled in his gun sight, he unleashed the barrage of his lethal guns. Lo and behold, he saw a hit on the Hunter's wing. Next moment there was a small flash, the aircraft rolled up and fell out of the skies. Moments later, he saw the Hunter hitting the ground in a big ball of fire. The pilot of the ill-fated aircraft, Flt Lt Vidyadhar Shankar Chati of No 27 Sqn, ejected and was captured later by PAF authorities. Javed was ecstatic and his legs were shaking with excitement. He had waited and strived long for this day. His name has entered the chronicles of PAF history for the times to come. He informed Sakesar about the successful encounter and headed base. On his way, back he looked down to check the remaining bullets. He was shocked to learn that he had gone 'Winchester' (guns empty). It was probably the very last bullet, which

had connected and saved the day for him and for the PAF. The valiant pilot landed back with a kill in his bag.

Citation of Gallantry Award: "Flt Lt Javed Ahmed flew a total of 12 operational missions during the War. He conducted all the missions with courage, skill and in complete disregard of his personal safety. On 4 Dec 1971, Flt Lt Javed was detailed to fly as No 2 on an air defence mission. As he was scrambled for take off, the airfield was subjected to a surprise attack by two Hunter aircraft. Flt Lt Javed was about to take off when the enemy spotted the aircraft on the runway and commenced a strafing attack forcing the leader to abort. With total disregard to his personal safety this pilot continued his take off with the enemy bullets landing just to the left of his aircraft. After successfully getting airborne, Flt Lt Javed intercepted the raiders and shot down one of the Hunters. In continuing his take off in the face of grave danger to his life and subsequently shooting down the enemy aircraft, Flt Lt Javed has lived up to the true traditions of the PAF. For his display of the highest standard of initiatives, courage and professional skill beyond the call of duty, Flt Lt Javed Ahmed has been awarded SJ."

Career till Retirement: After the War, Javed did conversion on state-of-the-art French Mirage aircraft. After the conversion course, he joined the elite No 5 Sqn. It was during those days that he went on deputation to Libya, where he had a short stint of six months. The task was to train the young Libyan fighter pilots. On his return, he joined the prestigious No 9 Sqn and then went to Risalpur for FIS (Flying Instructors' School) course. He later commanded the FIS.

After spending two short tenures at No 25 Sqn, he again went on deputation to Libya for two years. On his return, Javed remained on various command and staff appointments, which included Officer Commanding No 17 Sqn, Flying Instructor at CCS, Staff Operations Officer PAF Base Sargodha, Commandant College of Flying Training, Senior Air Staff Officer at NAC, Base Cdr Kamra, Assistant Chief of Air Staff Operations and Plans.

From 1986 to 1988, he was entrusted with a very challenging assignment of Air Attaché to India. During this tenure, India conducted a massive armed forces exercise 'Brass Tacks', which strained the diplomatic relations between two arch rivals. Javed played a key role throughout these crucial days and kept the AHQ updated on new developments taking place during the exercise.

On promotion to two star rank, AVM Javed Ahmed Qazi became the commandant of prestigious Air War College at Faisal. Spending one and half year at the College, he took over as the Air Officer Commanding of PAF Academy Risalpur in 1997. At the Academy, he overhauled the training philosophy and introduced ways and means to improve the standards of cadets' grooming. He inculcated among the cadets the sense of pride and motivation to strive for the best.

In Sep 1998, he was promoted to three star rank and took over the important assignment of Deputy Chief of Air Staff (Personnel) at AHQ. After serving for two years on this appointment, his long and illustrious career spanning decades ended in Nov 2000.

Post Retirement Career: Although AM Javed was retired from service but not from serving the PAF. After retirement, he was entrusted with a more challenging job. However, this time the challenge thrown was in academic domain. PAF acquired his long and meritorious services in setting up a university of its own-The Air University. After assuming the charge as the Vice Chancellor of the Air University, he worked day in and day out and lived up to his reputation of being a visionary leader. He established the university brick by brick and raised it to a level of enviable credibility. Today, the Air University proudly stands in the middle of Islamabad imparting education to thousands of promising young students from all over the country.



Air Mshl Javed Ahmed (Centre), Vice Chancellor Air University, during a convocation ceremony

Family Details: Javed married Rafaqat Begum on 14 Nov 1976. They are blessed with three sons. Umar, born in 1977, is a psychiatrist by profession and settled in USA. Hamza, born in 1981, a graduate of LUMS, is a graphics engineer. Youngest Sufian, born in 1984, is an electrical engineer by profession, presently settled in Australia.

AVM Farooq Umar, HI (M), SJ, SBt, TBt



Name:	Farooq Umar
Pak No:	4054
Father's Name:	Mian Muhammad Nurullah
Date of Birth:	24 Jul 1941
Place of Birth:	Faisalabad
GD (P) Course:	30 GD (P)
Date of Commission:	26 Jun 1960
Date of Retirement:	30 Dec 1992
Gallantry Award:	SJ

Early Life/Career: Farooq was born in the respectable family of Mian Nurullah, the First Finance Minister of Punjab in 1947/48 (Mamdot Cabinet). Farooq received his early education from Burn Hall School, Abbottabad and was known for his all-round performance. In school days, he was captain of Athletics and Cricket teams. He was also a record holder in cycling and had won many laurels for his school. After completing his school in 1957, he joined Govt College, Lahore on sportsman quota. One day when his parents were away for Hajj, he applied for selection in the PAF. Not surprisingly, he qualified the initial tests with ease and was asked to proceed to ISSB. His school time friend Lanky Ahsan, who had already cleared the ISSB, trained him for the tests. Brilliant Farooq passed the ISSB with ease, and when he was all set to go; his parents came to know about his secret adventures. He was admonished initially by his father, but later realising the passion of his young son, he let him go with a condition. "Son, you have to top the course" he said, while saying 'Khuda Hafiz' to him at the railway station. Spirited Farooq boarded the train for Risalpur. Future comrades like great Cecil Chaudhry and Farooq Haider were all in the same train. Keeping in mind the challenge thrown by his father, Farooq sailed through the training at Risalpur. He topped the first term and then never looked back. He cleared the flying aptitude test with ease and progressed well later in primary flying training. In those days, flying the tricky Harvard was considered a challenge for the young flight cadets but not for determined Farooq. He was lucky to have exceptional instructors like Saad Hatmi and Ali Imam Bukhari, who helped him learn the trick of trade. He



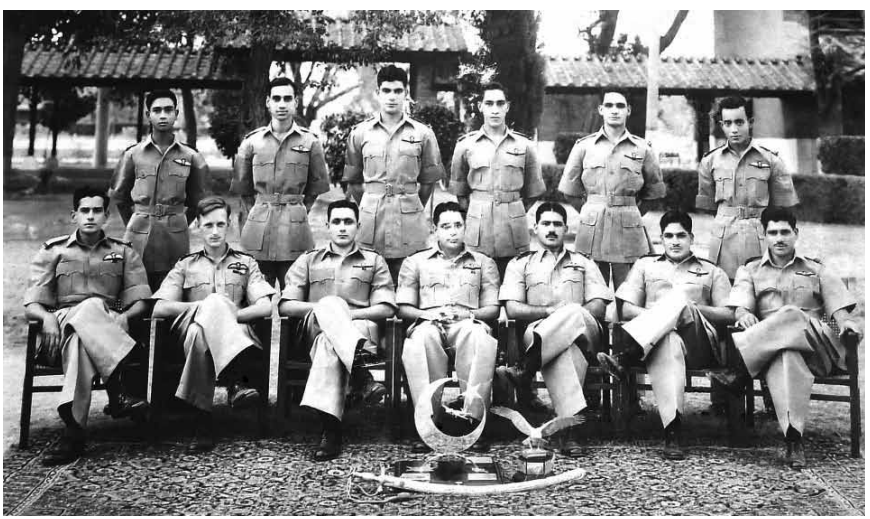
became the under officer in the final term and was made the parade Cdr on the final graduation day. 26 Jun 1960 was the historic day in the career of Farooq. On this memorable day, he earned a rare feat by winning the triple honours i.e. Sword of Honour, Best Pilot's Trophy, and the Academics Trophy. He made his family proud and thus succeeded in keeping his promise made earlier with his father. On return from Risalpur, his father awarded him with Rs 1000/- (which is equal to Rs 500,000/- today) for his brilliant performance.

He subsequently joined No 2 Sqn at Mauripur for conversion. He did his solo on the T-33 in record ten hours and got 80% in his solo check, indeed a rare honour for the promising young officer. At the graduation from No 2 Sqn, he again won the Jet Conversion and all round Best Performance Trophies in 1961. He later joined the FLS (Fighter Leaders, School) for weapons course and won the coveted "Top Gun" award as well as the Roll of Honour from the Fighter Leader School.

On completion of training in 1961, Farooq joined the elite No 5 Sqn as an operational fighter pilot. The Sqn at that time was equipped with Sabre aircraft. With the arrival of modern F-104 Star Fighters in PAF, Farooq joined the select group of fighter pilots flying the latest weapon system. On completion of conversion on F-104, he joined the elite No 9 Sqn in 1962 under Wg Cdr Jamal A Khan as the Sqn Cdr.

The year 1964 brought another laurel in the promising career of young Farooq. He was handpicked by Air Mshl Asghar Khan, the C-in-C, to become his ADC. He discharged his duties with full devotion and learnt a great deal from the legendary Cdr.

Participation in 1965 War: As the skirmishes between India and Pakistan started in the volatile region of Rann of Kutch, a flight of No 9 Sqn under the command



Plt Off Farooq Umer (standing 3rd from left) along with his course mates and instructors, at his graduation ceremony at Risalpur. All the trophies won by him lying in front



Air Mshl Asghar Khan awarding Best Pilot Trophy to
Flt Cdt Farooq Umer on graduation ceremony at Risalpur (1960)



Sqn Ldr Farooq Umer (1st from left) along with pilots of No 9 Sqn at Sargodha



Sqn Ldr Farooq Umer (2nd from left) along with ferry pilots of Mirage aircraft at Mont De Marsan AFB (Italy), en-route to Pakistan



Flt Lt Farooq Umer (standing behind Air Mshl Asghar Khan) in a group photo of F-104 pilots at Sargodha (1964)



Sqn Ldr Farooq Umer flying a photo recce mission over Pathankot airfield during 1971 War



Sqn Ldr Farooq Umer locating the Indian Armour while flying a Mirage III RP aircraft during 1971 War

of Sqn Ldr Middlecoat was dispatched to Mauripur. Farooq was also a member of this select group. The flight was tasked in the battle of Biar Bet to keep the Indian army away from Pak troops in the Kutch area. He flew numerous daring missions during this period and kept Indian army under pressure. Soon the dispute settled in favour of Pakistan. However, the tensions started to build up in Kashmir. Anticipating an all-out War with India, his flight was called back to Sargodha in Aug 1965. As the War started, he was detailed to fly the important air defence mission over Kashmir. On 1 Sep, when Rafiqui drew the first blood in Chamb sector, he was the one who provided the top cover to his formation. Throughout the 1965 War, F-104 played the role of 'bouncer', keeping the IAF away from attacking Pakistani troops. The deterrence so created remained intact until the ceasefire. Farooq flew numerous CAP missions in Akhnur, Chamb, Wagah, Jammu, and Samba sectors and provided shield to various strike formations.



Being interviewed by BBC correspondent during 1971 War

Perhaps the most important event, which shot him to sudden fame during the war, was the 'super sonic boom' mission carried out at Amritsar. Air Mshl Nur Khan, being the visionary C-in-C asked him to perform a super sonic boom at Amritsar. The idea was to harass the enemy in the opening round of the War and to prove the lethality of F-104 aircraft. He succeeded in both. On that day, he flew two supersonic passes over Amritsar. During the first pass, the ack-ack opened up but it was no match to the supersonic flight of the Star Fighter. Immediately after the first pass, he was asked to repeat the heroics one more time. However, this time the Indian guns were ready and they had provided an umbrella of ack ack fire , the sky was red and there was no way that any aircraft can get through, yet Farooq Umar was not deterred. He went through the mountain of the ack ack fire for the second time as well. By the time he landed back, All India Radio came up with interesting stories. It narrated that eight F-86 aircraft attacked and had rocketed/bombed the Amritsar airfield. The mission thus succeeded in achieving the desired results.

Farooq also flew numerous photo recce missions deep inside enemy territory. These daring missions provided valuable intelligence to PAF in making future moves during the War. In all he flew 23 combat missions and also played a key role in providing top cover in the battle of Chawinda, attack on Sargodha during which MM Alam shot down five Hunters, destruction of Amritsar radar and Pathankot strike.

After the 1965 War, PAF leadership short listed French Mirage aircraft for induction into the fleet of PAF. Not surprisingly, Farooq Umer was among the pioneering few to lay their hands on the new weapon system. He was among the first badge of pilots who were selected to ferry 8 Mirages from France to Pakistan.

Participation in 1971 War: At the time when the War broke out in 1971, Farooq Omer was serving as Flt Cdr of the lone Mirage aircraft deployed at Sargodha. The Sqn was divided into two flights. The flight under Farooq Feroze was deployed at Mianwali to carry out air defence missions whereas the flight at Sargodha was responsible for carrying out strike and photo recce missions. Farooq Omer participated in numerous demanding photo recce and strike mission during the War. His heroics finally earned him the prestigious SJ at the end of the War.

Brief Description of Gallantry: Very little has been written and said about the formidable task performed by Sqn Ldr Farooq Umar while carrying out daredevil photo recce missions deep inside enemy territory. He flew some incredibly effective missions bringing back crucial information on battle damage by PAF strikes and especially about the Indian armour concentrations and communication routes, in the north as well as south on the Rajasthan-Rahimyar Khan axis. His missions in the north were essential to discover the Indian Armour and its movement. Several times, they were hunted by the Indian fighters owing to the extremely dangerous and tell-tale profile flown by him. He even was subjected to ack-ack fire from Kathua bridge defences near Pathankot. On one such mission at night, he came back with a damaged aircraft owing to a bird hit. He survived these complex missions even though the army's requirements were immense.

Farooq flew one of such daring photo recce missions in the afternoon of 4 Dec 1971. Pathankot airfield, located at the junction of Punjab and Kashmir, became the lynchpin for all crucial land and air operations days before the War started. It was bombed and pinned down by PAF Mirages during the day and by B-57 at night. The Pathankot airfield was well guarded by heavy anti aircraft guns and was camouflaged with nets and camouflage paint making it difficult to spot from distance by an attacking pilot. Undaunted by the formidable defences employed at the airfield, Farooq took up the challenge of flying a photo recce mission. As he aligned his aircraft with the airfield to photograph, heavy ack-ack opened up. Fearless Farooq continued the mission and passing through the barrage of shells criss-crossing his aircraft, he collected valuable intelligence.

Another mission, for which he would be remembered in history was the mission in which he located the advancing Indian armour. On 12 Dec 1971, his timely photo recce about where the enemy was gathering its armour provided precious intelligence to Pak Army. Flying his Mirage III RP, equipped with high-speed photo recce cameras, Farooq brought back that afternoon's scene at the Mujhtasar railway yard, where the enemy armour was being loaded. In light of this valuable information, the Pak Army developed its own battle plans.

Citation of Gallantry Award: "Sqn Ldr Farooq Umar was deployed on day and night air defence and reconnaissance duties during the Indo-Pak War 1971. He flew reconnaissance missions against heavily defended enemy airfields and forward army positions. He always flew with immense courage and determination. On one

of his reconnaissance missions, because of a bird hit his aircraft sustained engines damage but he resolutely continued his mission and successfully completed it against a heavily defended enemy airfield. On an air defence mission, he successfully intercepted an enemy formation of Hunter aircraft and shot down/ damaged four of them. The immense courage and determination displayed by him during the War was always a source of inspiration to other pilots of the Sqn. He has been awarded SJ."

Later Career: Farooq Umer remained on various command and staff appointments after the 1971 War, which included Officer Commanding No 19 Sqn, Deputy Director Plans at AHQs, Director Flight Safety, Sector Command (South), Instructor at NDU, Base Cdr Lahore, Commandant Staff College and Base Cdr Faisal. He also went on deputation to Libya for two years. On promotion to two star rank, he was selected for the vital appointment of Director General Pakistan Aeronautical Complex, Kamra. Later he became Deputy Chief of the Air Staff (Electronics) for nearly two years. His long and illustrious career ended in Dec 1992 when he retired from AHQ in the rank of AVM.

Unique Honour: While attending RCDS in London in 1982, Farooq once again shot to fame but this time on academic front. He was the first and only Asian student who was honoured and was requested by the British to give a presentation to the Queen of England and the Prime Minister of England (Mrs Margaret Thatcher) regarding "Pakistan's Importance for NATO" and the Need for Pakistan to Re-join the British Commonwealth".

Career after Retirement: After finishing 35 years of meritorious service in blue, he was seconded to the Federal Government and was asked to setup "Shaheen Air Lines." He worked with full devotion and left no stone unturned for establishing the airline in a record time. Thereafter, he was entrusted with the responsibility of PIAC and became its Managing Director.



Farooq Umer praying along with the members of Pakistani Hockey team-moments before the start of final match of Hockey World Cup at Sydney in 1994

Perhaps his greatest achievement after retirement came in when he became the President of Pakistan Hockey Federation (PHF). During his tenure, he resurrected Pakistan Hockey and made it win the "World Champions Trophy" and the "World Cup Sydney 94" after a long lapse of 14 years. His success depended on upfront leadership and the ability to motivate the player's right in the play field. He would be remembered for his achievements for the times to come.

Honourary Social Work: There was never a dull moment in the exciting life of AVM Farooq Umer. Although he retired from service but never sat back and 'called it a day'. Until quite recently, he was the elected President of Majlis-e-Quaid-e-Azam, President AFOS (Falcon Enclave), Vice President PAFROA Punjab, and Patron-in-Chief Al-Shaoor Welfare Trust.

As part of his social work programme, he is helping the deaf, dumb and the blind in rural areas and has been giving a series of 16 lectures to the youth in Schools, Colleges, Universities, and Clubs. He is one of the few Air Force Officers whose achievements have been reflected in the worlds "Who is Who" 1998 (Published in USA).



Family Details: Farooq married Seemen begum on 6 Nov 1965. Mrs Seemen Farooq was an epitome of love and affection and played a key role in the grooming of her children. She was no less talented and gifted than her husband. She was the Chairperson of Women Sports Board of Pakistan. She, being a philanthropist, devoted her entire life for the betterment and empowerment of the women of Pakistan. Unfortunately, the loving mother and devoted wife passed away in Aug 2001, leaving behind the aggrieved family.

Air Vice Marshal and Mrs Farooq were blessed with four children. Eldest daughter runs her own beauty parlour at Karachi and is married to Mr Farooq Mustafa, President BMW (Pakistan). Shehma born in 1967 is single mother settled in Lahore. Sonia is married and presently settled in Chicago, USA. The youngest Salaar Farooq born in 1969, is a foreign qualified, promising young man. He is presently settled in Malaysia, teaching at a University as a Professor.

Air Cdre Afzal Chaudhry, SJ, TBt



Full Name:	Muhammad Afzal Chaudhry
Pak No:	3738
Father's Name:	Sherdil Khan
Date of Birth:	1 Apr 1932
Place of Birth:	Chakwal
GD (P) Course:	22 GD (P)
Date of Commission:	17 Jun 1956
Date of Retirement:	1 Jan 1989
Date of Demise:	1 May 2013
Gallantry Award:	SJ

Early Life/Career: Chakwal born Afzal did F Sc from Gordon College Rawalpindi in 1952 and joined RPAF College Risalpur on 22 Apr 1954. After two years of flying training, Afzal graduated on 17 Jun 1956. Successfully completing his jet conversion on F-86 aircraft, he joined the elite No 16 Sqn as a fighter pilot. After a short stint of one and half year, he did the prestigious Fighter Leaders' Course at Mauripur in 1964. After the course, he joined No 15 Sqn. He actively participated during 1965 War from this Sqn and displayed extra ordinary skills. He was awarded with TBt for his outstanding courage and valour during 1965 War.



Citation of TBt: "Flt Lt Muhammad Afzal Chaudhry has performed his duties extremely well during the period of Indo-Pak War. He always worked willingly and cheerfully, even beyond the call of his duties. He flew all types of mission with great enthusiasm and helped keeping the morale of his subordinates high. Therefore, he is awarded with TBt."

War Experience during 1971 War: Although the full-scale War with India started on 3 Dec 1971, No 14 Sqn and all of the eastern command had, in fact, been in the state of full-scale War since 25 Mar 1971. Large number of Bengali airmen had deserted the service and the Sqn had to rely on limited work force. The transfer of jet fuel from Narayanganj depot to Dacca airfield in bowzers also became impractical and the PAF was forced to use the C-130 in an improvised tanker role; it brought

fuel from as far as Srilanka and Rangoon to keep the fighters at Dacca airfield up for flying. The No 14 Sqn had to fight with what it had-just 16 F-86's, 2 T-33's and two Alouette helicopters. Wg Cdr Afzal Chaudhry was commanding the lone No 14 Sqn during these gruesome circumstances. His Sqn was up against 10 IAF Sqns equipped with modern weapon systems like SU-7s, Mig-21s, Gnats and Hunters. The grim situation did not deter the resolve and determination of Afzal and his team of valiant fighter pilots. The pilots did a marvellous job under his brilliant command and earned six SJ's during the War. From Mar 1971 to Dec 1971 the Sqn flew a large number of sorties in support of the Pakistan Army. Some of the major operations in which the gallant fighter pilots of No 14 Sqn participated, under the command of Wg Cdr Afzal Chaudhry, are given below in some detail.

Bhairab Bazar Operation: This operation was carried out in Apr 1971 to recapture the Bhairab Bazar Bridge, which was at that time in the hands of rebels and the Indian infiltrators. The bridge had a great tactical value as it provided the only railway link between Dacca and Brahmanbaria. Intelligence reports suggested that about 400 men belonging to EPR (East Pakistan Rifles), Mukti Bahinis and the Indian army were guarding the bridge. The plan was to drop 80 SSG men by helicopters about 5 miles away from the bridge on the eastern side and some force of an infantry regiment was to be assembled at about the same distance on the western end of the bridge. PAF was required to attack the rebel positions and keep the enemy under pressure so that the SSG Commandoes could advance unhindered. As the operation was to be executed with a great deal of co-operation and understanding, the officers of SSG taking part in the operation and the pilots of No 14 Sqn got together and went into the details of the operation. Sqn Ldr Afzal Chaudhry was the key person overlooking the series of briefings taking place at PAF Dacca station. The four-ship Sabre formation detailed to carry out the mission included Sqn Ldr Abbas Khattak (leader), Flt Lt Khalid Mehmood, Flg Off Shafqat Mehmood and Flg Off Qazi Javed. The whole operation was planned and briefed in such detail that everyone taking part in it was absolutely clear about the role that each one had to perform for its ultimate success. TOT was worked out and five minutes before it the helicopters were to land. PAF pilots attacked the place with four aircraft and saw the SSG men through, to almost half the distance between the helicopter landing place and the eastern side of the bridge. One helicopter got hit while proceeding towards the target area and thus only forty SSG men could be dropped instead of the planned eighty. The army put in a request that PAF should



Standing 1st from left along with the pilots of No 14 Sqn

provide continuous air cover to these forty men otherwise there was a danger of losing the entire commando force. The turn-round of the aircraft was geared up and a continuous cover was provided for five long hours at a stretch. Eventually the bridge was captured after inflicting heavy casualties to the enemy. Throughout this operation, the Sabre formation led by Sqn Ldr Abass Khattak (leader) had to fire at targets only a few hundred feet away from our own troops. However, the excellent planning, tactics employed and superb performance of the pilots helped PAF in achieving the objective with precise shooting. After the success of this operation, a lot of understanding developed between the SSG men and the fighter pilots of No 14 Sqn and they vowed to carry on such joint operations in future as well.

Operation against Radio Bangladesh: The radio station located at Chittagong had been captured by the rebels and was being used to incite the Bengali officers and men to revolt. SSG was once again assigned to capture the radio station building. The first operation carried out by SSG was a failure, as the station building was located at a height, giving the rebels a commanding position. As a result of the ensuing battle, which lasted for hours, the advance of the SSG men came to a complete stop and they suffered heavy casualties. Once again, PAF was asked to attack the building, dislodge the rebels, and enable the SSG men to occupy it. PAF strike inflicted heavy casualties on the rebels. In spite of the fact that the radio station building was located in thickly populated area of Chittagong, the firepower delivered by the aircrew was precise. No other building in the close vicinity received any damage and the radio station was recaptured without any collateral damage.

Operations over Chuagacha: Chuagacha is a place about 20 miles west of Jessore. On 19 Nov, 1971 the Indian army launched an attack in this sector and after capturing Chuagacha was heading towards the Jessore airfield. Large number of tanks and artillery augmented the Indian attack. No 14 Sqn was asked to provide close support to check the advance of the Indian armour. During the missions flown on 19, 20 and 22 Nov 1971 the Sqn destroyed a number of Indian tanks and by keeping a relentless pressure on the enemy armour, brought its advance to a grinding halt.

Sqn Cdr Bags a Kill: The brief description of air combat as narrated by Wg Cdr Afzal Chaudhry (published in Shaheen magazine in 1972 edition) is interesting account of the War in the East. It goes as:

"On 22 Nov 1971 in the last close support mission of the day, when once again the Indian tanks were reported to be advancing towards Jessore, a formation of 4 F-86 aircraft got airborne from Dacca for the target area. While the formation was heading towards the target area, one F-86 aircraft developed radio trouble and had to be sent back. The formation was reduced to three. It will be worth mentioning that the PAF pilots were operating well outside the range of their own radar, while the Indian pilots had the advantage of complete radar cover, which led them to an accurate interception. When the formation reached the target area, the approximate enemy tank position was indicated with the help of smoke bombs. It had been reported that four tanks were operating within the area. However,

the formation could spot only two tanks, which were destroyed in no time. After having destroyed these tanks the formation was asked to recce the area and see if any more tank movement was taking place. A visual recce was carried out but no tank movement was seen. While we were busy in the recce, I spotted an ack ack gun firing from Chuagacha town. I informed the formation about its location and rolled in for an attack. After I had just fired my rockets, Flg Off Khalil, who was flying as my No 2, gave the call that there were Gnats behind. I broke right and spotted two Gnat aircraft behind me. After these aircraft had been thrown outside my turn, I reversed and got behind them. The two Gnats started heading towards the Indian border, which was only about 6-7 miles away. I caught up with one of them and shot it down with my guns while the other managed to run away.

While I was shooting at that aircraft, my No 2 gave a call that there were eight Gnats behind him. I instructed him to break into them and after shaking them off, head towards Dacca as by then he had lost visual contact with me. After I had shot down one Gnat, I turned right and saw an F-86 aircraft going into ground and the pilot coming down by parachute. By then I had lost radio contact with my No 2. I stayed in the area for a couple of minutes but I saw neither any Indian aircraft nor own aircraft. Most probably, Flg Off Khalil while fighting had gone too far away from me. This combat between the three PAF and ten Indian Gnats took place well within the Pakistan territory. Since the Indians had the advantage of operating within their radar cover, they sneaked in at low level and managed to surprise us."

Outbreak of the War: "On the evening of 3 Dec 1971, we learnt in East Pakistan that the Indians had launched an attack on West Pakistan also. Although the War in East Pakistan, as far as PAF was concerned, lasted only three days yet during those three days some great deeds of valour were performed by the pilots of No 14 Sqn. The ack-ack gunners in spite of the heavy odds against them played their part too. Of course, the measure of success, achieved by the pilots would not have been possible without the excellent functioning of the support agencies, which did everything to enable the pilots to operate from Dacca under difficult conditions.

On the night of 3/4 Dec 1971 the IAF carried out intensive bombing of our airfield and other defence installations. However, no damage was caused to any of the PAF installations as all enemy bombs fell either on the civilian population or in the mud and slush around Dacca. As expected IAF resorted to day attacks on the morning of 4 Dec. A total of 128 sorties were flown against Dacca and Kurmitola airfields and Narayanganj industrial complex. The raids consisted of anywhere from 8 to 16 aircraft with top cover of MiG-21 and SU-7 aircraft.

By the evening of 4 Dec the PAF had shot down ten SU-7 and Hunter aircraft. In all the combat's the fight was between one PAF aircraft against 4 to 8 Indian aircraft. In spite of their numerical superiority, the Indian Hunter and SU-7 aircraft were falling like flies. In the later part of the day after Hunter and SU-7 aircraft completely failed in combat against the F-86s, the Indians brought in MiG-21 aircraft.

The ack ack gunners performed equally well. Four aircraft were shot down by ground fire. One Hunter which fell on the fair-weather strip of Dacca airfield became a source of attraction for the foreign journalists and TV cameramen. Two pilots of SU-7 and one of Hunter aircraft were captured alive, when they bailed

out after being hit by ground fire. The foreign journalists and TV cameramen took motion picture of the combats that took place over the Dacca airfield.

On 5 Dec, PAF flew some missions and provided top cover to the army helicopters, which were being used to move troops from one place to another. However, no combat took place on that day.



The proud Sqn Cdr (standing in centre) along with the daring fighter pilots of No 14 Sqn

On 6 Dec 1971, it was decided that close support be provided to the Pakistan Army as by then the army units in Comilla Sector had come under tremendous pressure. A formation of four aircraft was sent up to intercept a formation of four Hunters, which were attacking our army positions near Comilla. In the ensuing combat, one Hunter was shot down and the remaining Indian Hunters managed to run away. By about mid-day on 6 Dec the runway at Dacca had been damaged when the MiG-21 aircraft carried out bombing attacks. From then onwards the IAF carried out intensive bombing attacks and prevented us from carrying out the repair work. By the evening of 8 Dec, the airfield had been damaged beyond repair."

Career till Retirement: After the Indo-Pak War of 1971, Afzal remained on various command and staff appointments, which included command of Flying Wing at Mianwali, Chief Instructor at elite Fighter Leaders' School, Senior Air Staff Officer at Northern Air Command, and prestigious command of PAF Base Mianwali. He went on deputation to Saudi Arabia in 1985 and on his return had a short stint at AHQ before his illustrious career ended on 1 Jan 1989.

Family details: Afzal married Kalsoom Ara begum on 6 May 1960 at Rawalpindi. They are blessed with three children. Asif Khan, born on 16 Oct 1962, is married and pursuing his own business. Samina, born on 25 Nov 1964, got married to an army officer who later retired as a Brigadier. Their family is presently settled at Lahore. Youngest Arif Khan, born on 17 Feb 1966, is settled in USA.

The Sad Demise: Air Cdre Afzal Choudhry, a humble soul, caring husband and loving father, breathed his last on 1 May 2013. He was buried with full military honours at his native town near Chakwal.

Air Cdre Abdul Basit, SJ, SI (M), SBt



Name:	Abdul Basit
Pak No:	3962
Father's Name:	Shah Muhammad
Date of Birth:	17 Jan 1938
Place of Birth:	Lahore
GD (P) Course:	28 GD (P)
Date of Commission:	28 Jun 1959
Date of Retirement:	15 Dec 1988
Gallantry Award:	SJ

Early Life/Career: Born in a noble family of Lahore, sturdy Basit received primary education from Saint Anthony's School. Basit was a born sportsman. He, while studying at Government College Lahore, emerged as the top athlete and exceptional gymnast. During his college days, he was the proud colour holder of Govt College Lahore and Punjab Gymnastics Team. He won a bronze medal in All Pakistan Gymnastics and Athletics Competition held in 1955. Daring Basit was also the proud member of Shaheen Air Scouts during his school days where he learnt the adventurous art of gliding. With a passion to become a fighter pilot of PAF, Basit joined 28 GD (P) course at RPAF College Risalpur in 1956. His athletic skills continued during training at Risalpur as well. In the final term, Basit became the Under Officer of No 1 Sqn and subsequently graduated among the top cadets of the course on 28 Jun 1959. With coveted flying wing on his chest, Pilot Officer Basit joined No 2 Sqn at Mauripur for the fighter conversion course on T-33 aircraft. Successfully completing the Basic Weapon Course at Fighter Leaders School, Plt Off Basit got his first operational posting as fighter pilot in No 18 Sqn based at Peshawar and participated in the



Flt Cdt SUO (Squadron Under Officer) Basit along with his course mates at PAF Academy Risalpur

60's Dir Bajuar Operation flying the F-86F aircraft. With the induction of new state-of-the-art bombers into the fleet of PAF, Basit was among the lucky few selected to fly the latest weapon system. Mastering the art of flying on 'Black Bird', Basit joined prestigious No 31 Wing as an operational bomber pilot. During that time, he did the sea survival training course at RAF Plymouth and on return started the first Sea Survival Course at Korangi Creek.



Flt Cdt Basit (standing right) along with his course mate, poses in front of veteran Harvard trainer, during trg at Risalpur

On 27 Oct 1964, the name of Flt Lt Abdul Basit entered into the annals of aviation history. On this historic day the first ever bomber formation aerobatics were performed by four B-57 aircrafts at PeshaWar during an air display in which Air Marshal Omar Dani, C-in-C of the Indonesian Air Force was the Chief Guest. Legendary Wg Cdr Bill Latif led the formation. The other formation members were Sqn Ldr Altaf Shiekh, Flt Lt Basit and Flt Lt Shamsuddin. The team executed loops and other stunning aerobatics that left the audience spellbound.

Brief Operational/War Experience: With tensions building between India and Pakistan by the mid of 1965, Basit, along with other members of the bomber wing started extensive night low level flying and weapon delivery training under the leadership of legendary Wg Cdr Bill Latif. At Somiani range, most of the training involved low level, dive-bombing attacks. The crew also studied enemy defences, radars, ack ack guns, SAM II missiles and accordingly developed and practiced tactics to avoid these threats. With the advent of Indo-Pak War of 1965, Basit, along with a detachment of bomber wing, went to FOB (Mianwali) for launching bombing raids deep inside enemy territory.

Basit flew his first operational bombing mission on 6 Sep 1965 with Flt Lt Sarwar as navigator. It was a demanding mission as they were to bomb the Pathankot area where the enemy was gathering in large numbers. The intelligence reports indicated that a battery of heavy ack ack defended them. He took the challenge boldly and took off around mid-night from Peshawar. Sarwar led the aircraft on track all the time and they managed to make the TOT (Time Over Target) good. As they pulled up for the first bombing run over the area, heavy ack ack fire opened up. Basit, manoeuvred his B-57 and while evading the ack ack fire, dropped 8000 lbs of bomb, cratering the area. They exited at low level and landed back safely at Peshawar. From 6 to 21 Sep 1965, Basit flew 10 night low level operational missions against targets like Jodhpur, Adampur, Pathankot Jammu, Halwara and bombing runs in Sialkot sector.

On the morning of 13th, Flt Lt Basit was entrusted with a daring mission to strike the airfield at Jammu in broad day light. Keeping in view the importance of the mission, the PAF leadership had decided to provide fighter cover to the unarmed formation of bombers. Four B-57s carrying 8x1000 lbs each, with Basit as leader, took off from Peshawar with a TOT of 12 noon. After take-off, the formation orbited over Cherat while the F-86s from Sargodha joined them in battle formation. Entering the hostile territory, the bombers dived to deck level. Flying over lush green and scenic valleys of Kashmir, the formation appeared on the target. Simultaneously the enemy anti-aircraft guns welcomed them. Undaunted by the reckless fire, the valiant leader pulled up for the attack; rest of the members followed his pattern. The moment navigator announced that the aircraft is overhead the target, Basit pressed the trigger and bombs were released on the Jammu runway. As he turned away after the attack, navigator called out that two of their bombs had failed to release; one hung in the belly and the other on the wing. He was not ready to take the bombs back home which were meant for the enemy, hence he decided to go around and make another pass. By the time the rest of the formation delivered their lethal load, Basit orbited overhead the airfield, dodging the barrage of huge ack ack fire. Passing through a web of dreadful shells bursting in close vicinity, resilient Basit pulled up for the second attack and delivered the remaining bombs with pinpoint accuracy. The daring crew exited the scene at high speed, flew at tree top level and landed back safely at Peshawar.



Flt Lt Basit (sitting in centre) during trg at FLS Mauripur

Participation in 1971 War: Sqn Ldr Basit was commanding No 2 Training Sqn at Mauripur, when the tensions started to build between the two arch-rivals in 1971. As the War broke out in Dec 1971, Basit was once again in the middle of action. He moved to Mianwali along with a detachment of No 31 Wing with Wg Cdr Younis as the commander.

Brief Description of Gallantry: Basit flew his first operational mission on 3 Dec 1971, which was remarkable in many ways. As he went to the Sqn in the evening, the detachment commander told him that he would fly the first mission of the War. It was a night raid on Halwara airfield. Flt Lt GA Khan, the able navigator planned the mission meticulously and hours before take off they studied the enemy air defence systems employed at the target. The valiant crew took off in a pitch-dark night carrying eight 1000 lbs bombs. G A Khan, a highly reliable bomber navigator, navigated the aircraft well to target, checking all the turning points on prescribed time using the Radar Bombing sight (RB-1A). Upon entering the enemy airspace, they descended to deck level and continued to head towards the target. As they



approached the set course point, G A gave the heading to target and punched the clock. As he called for pull up, both started looking for the airfield but were unsuccessful to locate the runway. Most probably because the runways was well concealed with camouflage paint. They returned to the set course point the second time and this time too failed to view the target. Basit and G A decided for a third attempt. This time at pull up, Basit spotted the runway. He kept his eyes fixed on it and started with a spiral climb, preparing for the dive bomb attack. The bombs had delayed fuses and as they were released they pounced on the runway. Due to their flat trajectory, each bomb would skip some distance along the ground before the 10 sec delay fusing triggers its explosion. After the drop, Basit commenced the steep turn to avoid any enemy fighter aircraft. Turning away from the airfield, they saw four small flickering lights at about 2 O'clock at some distance away from aircraft. Within seconds, first flash light cross passed the aircraft with supersonic speed giving away bright flash of light. The second flash followed in quick succession. Basit had no clue what that was and asked his navigator who was also not sure. Actually, the SAM battery located at Halwara airfield had suddenly came a alive and had fired four Russian origin SAM-II missiles upon them. When the third missile crossed pass them, they came to know that they were in problem. Brushing aside the consequences, resilient Basit remained calm and took the challenge boldly. For a while, the entire missile avoiding tactics which he had learnt all those years, buzzed through his mind and against all odds, he decided to continue turning into the direction of the missiles. Dodging the missiles coming at supersonic speed, the valiant crew pressed on. Moments later, Basit descended down to tree top level and employing tactics to evade the danger exited the scene at high speed. The courageous crew managed to return safely to Peshawar.

In his next mission, when Basit was strapped up in the cockpit of a B-57 getting ready for another bombing mission to Adampur, Sqn Ldr Altaf Hussain climbed up the ladder and informed him that he had been awarded with coveted SJ for his last night's heroics.

Citation of Gallantry Award: "Sqn Leader Abdul Basit was detailed on an air mission against the IAF Base at Halwara on the night of 10/11 Dec, 1971. He flew the mission as planned. While a few minutes short of the target four surface-to-air missiles were fired at his B-57 aircraft. He displayed great courage, skill and devotion to duty, evaded those missiles, continued on his mission and successfully attacked the target even though there was all the likelihood of the enemy firing more SAM's. For his courage, determination and devotion to duty Sqn Leader Abdul Basit has been awarded SJ."

Later in the War, Sqn Ldr Basit flew a total of 8 operational bombing missions deep inside enemy territory which included strikes on Adampur, Halwara, Pathankot and Sirsa. The Indian Air Chief in his critique of 1971 War admired the brilliant performance of PAF bomber operations and for the mission flown on 3



Flt Lt Basit (standing 1st from left) along with fellow pilots at Peshawar

Dec 1971 by Basit he wrote, "The B-57 dropped 8 bombs which made big craters on the runway that could not be repaired by the night and remained unserviceable for a day". As regards to Sirsa strike he wrote, "The PAF B-57 bombing……was enough to make the runway unserviceable for a day….the bombs dropped had time-delayed fuses and they kept on exploding at intervals till dawn, delaying clearance and repair work."

Career till Retirement: After the War, Basit remained on various command and staff appointments which included command of No 2 and No 7 Sqns, prestigious command of PAF Base Malir and Mianwali. He was also the proud member of the PAF team, which proceeded to China for evaluating a Chinese Bomber 'Type 6' aircraft in 1972. He went on deputation to Libya for a period of two years where he performed the prestigious job of training the Libyan Air Force pilots. Basit is the proud graduate of National Defence College. In the last leg of his service, he became the Air Secretary at AHQ and remained on this appointment for three years.

In 1987 he was sent on deputation to CAA as Director Administration and remained there till his retirement in 1988. He later took over the duties of Chief Inspector (CI) in CAA till 15 Dec 1993. During his tenure as CI, he played a key role in computerisation of the pilot examination and licensing system.



Wg Cdr Basit, OC No 2 Sqn, (standing in centre) along with under trg pilots of PAF



Flt Lt Basit (sitting in centre) along with B-57 aircrew during 1965 War at Mauripur



After retirement, charm of flying kept Basit attached with flying as during service he had flown every possible aircraft on the inventory of PAF. From gliders to supersonic aircraft and from helicopters to bombers, he flew each and every aircraft. During his tenure with CAA, he flew turbo-prop and twin engines aircraft, which somehow appeased his flying passion. Later, he joined Shaheen Airline and got his license for commercial jets as Captain.

Family details: Basit married Shahina on 3 Nov 1963. Mrs Basit is an epitome of love and humility for the family. She as a full time homemaker stood by him during all these eventful years of his association with PAF. She raised the children with utmost devotion and left no stone unturned in making them useful members of the society.

The couple has been blessed with five adorable children. Eldest Brig Imran born on 9 Aug 1964 is an eye specialist, serving at CMH Rawalpindi. He is followed by twin sisters Sumra and Saima, born on 26 Jan 1966. Muneeza born on 21 Dec 1968 was married to Brig Sohail, an orthopaedic surgeon serving at CMH Lahore. Youngest Saira, born on 1 Apr 1970, was married to Ghulam Rabbani. Saima's husband Sqn Ldr (Retd) Irfan Elahi is presently serving as Chairman Planning and Development Commission Punjab.

Air Commodore Basit is presently passing a peaceful, honourable and satisfied life along with his children and grand-children, in Lahore. After retirement, he is continuing with his interests in sports, golfing and has recently learnt Wind Surfing.



Air Cdre Basit (5th from left) with his family

Air Cdre Mir Alam Khan, SJ



Name:	Mir Alam Khan
Pak No:	4296
Father's Name:	Haji Mohammad Umar Khan
Date of Birth:	5 Sep 1942
Place of Birth:	KPK
GD (P) Course:	34 GD (P)
Date of Commission:	1 Jul 1962
Date of Retirement:	20 Jul 1990
Gallantry Award:	SJ

Early Life/Career: Mir Alam Khan was born in Parang, a small village of NWFP (now KPK). His father was an agriculturist. The family owned vast lands around their native village and was engaged in farming since long. Mir Alam was the third child of the family of eleven brothers and five sisters of Haji Umer Khan. He received his primary education from Presentation Convent School at Murree and then joined the elite Cadet College Hassanabdal. During five years of stay at Hassanabdal, Mir Alam emerged as a promising boy ready to take up any challenge. Completing his F Sc in 1960, Mir Alam joined 34 GD (P) course at PAF Academy Risalpur. During his two years of training at Risalpur, he emerged as the fine sportsman and a daring flier. He earned his wings on 1 Jul 1962 and later joined No 2 Sqn at Mauripur for fighter conversion.



After completing his training on Sabre as a fighter pilot, Mir Alam joined No 19 Sqn. He later joined the lone Transport Wing of PAF, the No 35 Wing at Chaklala where he flew the Hercules. His stay with No 6 Sqn at Chaklala was eventful. What was exceptional about his flying experience was his number of near fatal mishaps that he experienced during his initial career. As the good old saying goes, "that a cat has nine lives," so did Mir Alam. In-flight minor and major emergencies were the a routine. If on one occasion he was making a three-engine landing on a C-130, then on another, he was coming in for landing with an engine on fire. Such were the early eventful days of Mir Alam. He also did FIS at Risalpur and later remained engaged in imparting flying training to young flight cadets of PAF.

Participation in 1971 War:
In the earlier part of 1971, he was serving in East Pakistan carrying out untiring air transport missions from Dacca. As the clouds of War gathered in Oct 1971, planners in the PAF clearly knew that for achieving a favourable situation over the battlefield, air defence alone would not suffice, and the enemy air force had to be countered through offensive means as well. Runways and air defence radars of consequence were the considered choice targets and PAF felt that sufficient disruption, if not outright neutralisation, could be effected. It was well known that aircraft hidden away in concrete pens would be impervious to damage by air attacks, while the well-camouflaged fuel storage facilities, ammunition dumps, and command centres would also be problematic targeting choices. PAF's offensive counter air campaign also had to be carefully orchestrated, as the limited resources could not be frittered away too early in the War. It was decided to attack deeper bases like Jaisalmer in the south only at night – when the potency of the interceptors' targeting ability was the least effective. Earlier attacks delivered by B-57's to destroy the Jaisalmer airfield produced no decisive results due to limited bomb load carrying capacity of Bombers. It was in this backdrop that the formidable Hercules was called upon to do the trick for PAF. The veteran C-130 had already proved its worth during 1965 War when it was used in its unconventional heavy bomber role.



24 Nov 1972, Landing gears of Harvard did not open

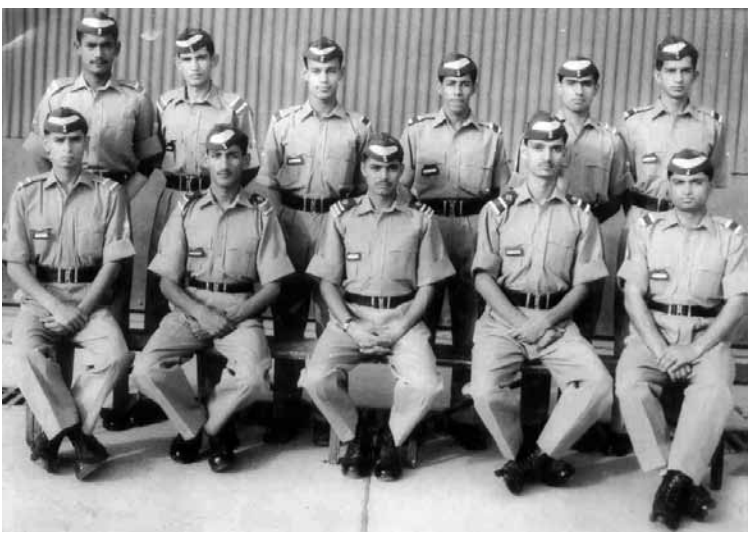


13 Jan 1965, belly landing of Sabre

No 6 sqn was immediately tasked by the PAF leadership to plan a bombing strike mission against Jaisalmer. Soon the search for the best of the best to carry out the dangerous and vital mission was launched at Chaklala. As the search narrowed, Flt Lt Mir Alam (Captain) and Flt Lt Wajid Saleem (Navigator) were the chosen ones for the daring mission. The formidable duo was already participating in the War from their wartime location at Mianwali base. As the news reached them at Mianwali, they were thrilled.

Brief Description of Gallantry: On the evening of 6 Dec 1971 at Mianwali, when the aircraft was being loaded with the 'mix bag' of 500-pounded bombs with delay fuses of 30 seconds up to 72 hours, an IAF Canberra struck the Base. Mir Alam now faced the Catch-22 situation, either to abandon the aircraft and leave it at the mercy of attackers or to press-on with the mission amidst heavy bombing run. They also knew that as long as the C-130 remained on ground, even small shrapnel from exploding bombs could ignite the bombs and blow up the whole Base. After a short debate with the navigator Flt Lt Wajid Saleem and Co-pilot Flg Off Raffat, Mir Alam chose the dangerous second option. He taxied out his fully loaded aircraft from the tarmac towards the runway. Bombs exploding all around, he lined up the aircraft. While he was opening power for take off, he saw a bomber pulling up for the attack. Chanting 'Bismillah' at heart, he continued the take off and got airborne. Making a safe egress, the C-130 then set course for its target.

Wajid was meticulously calculating the fuel for the target, as Jaisalmer was located deep inside enemy territory. As the aircraft entered the hostile territory, Wajid advised Mir Alam to descend down to deck level. Approaching from the IP (Initial Point), the crew were lucky to spot the airfield quite by chance because of the moonlight (the position of Jaisalmer airfield had been marked erroneously on the maps and a B-57 had missed the target a day earlier because of this error). Mir Alam pulled up the aircraft as Wajid gave the green light for the bombs to be released. Indian AAA opened up simultaneously and the whole sky lit up. Undaunted by the heavy ack-ack fire the unarmed Hercules and its courageous crew continued with the bombing run. As Mir Alam turned to exit, a huge thud shook the entire aircraft. The crew knew that they have been hit. Undaunted, Mir Alam manoeuvred the aircraft and exited at deck level. The load master monitoring the impact of falling bombs from the rear soon reported huge fires on



SUO (Squadron Under Officer) Mir Alam along with his course mates at Risalpur



Flt Lt Mir Alam (1st from right) along with Pak Army officers and men at Skardu



Jaisalmer airfield as the bombs had scored direct hit. Mir Alam took a huge sigh of relief, descended to deck level and headed home. The mission was a complete success.

Citation of Gallantry Award: "Flt Lt Mir Alam Khan was detailed on a mission against IAF Base on 4 Dec 1971. At the time of his take off, the airfield came under an enemy raid. Undaunted by the danger, he took off during the raid and proceeded on his mission. Despite heavy anti-aircraft fire, he successfully completed his mission. During this mission, his aircraft also received a hit from anti aircraft fire. However, he successfully exited leaving behind his target in flames. The fire was also seen by another friendly aircraft flying thirty miles away. Flt Lt Mir Alam Khan's action in the execution of his mission bears testimony to his undaunted

courage and devotion to duty in keeping with the highest traditions of the service. He has been awarded SJ."

Career after Retirement: After rendering long and meritorious services with PAF, Air Cdre Mir Alam Khan retired in Jul 1990. After retirement, his inquisitive nature did not allow him to settle down at home. He joined CAA and became the Airport Manager at Peshawar Airport. He remained on various important assignments at CAA, which included inspector CAA, Chief Flight Standards at CAA, Zonal Manager NWFP, and Acting CFS at CAA. He also had the distinguished honour of



Air Cdre Mir Alam Khan (PSO to Governor NWFP) receiving Gen Zia ul Haq at Peshawar



Air Cdre Mir Alam Khan (PSO to Governor NWFP) receiving Prime Minister Junejo at Peshawar

representing CAA in conference held in Romania. Besides CAA career, he has been a Member Public Service Commission and Vice Chancellor, CECOS University.

Family Details: Mir Alam married Zakia at Peshawar. The couple is blessed with four children. Rameeza Alam, born in 1966, is doctor by profession and presently working as Gynaecologist. Sadiq ur Rehman, born in 1968, is a foreign graduate presently working as Director Commercial at CAA headquarters Karachi. Aziza Alam, born in 1971, is also a doctor by profession working as child specialist. Youngest Dr Ismail Alam, born in 1979, is a dentist working at a private hospital at Peshawar.



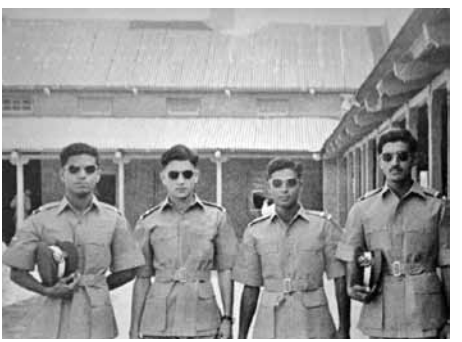
Mir Alam's family

Air Cdre Wajid Salim, SJ



Name: Abdul Wajid Salim
Pak No: 4638
Father's Name: Chaudhry Muhammad Abdul Ghani
Date of Birth: 16 Feb 1942
Place of Birth: Jalandhar (India)
GD (P) Course: 40 GD (P)/24 GD (N)
Date of Commission: 30 Jan 1966
Date of Retirement: 21 Feb 1995
Gallantry Award: SJ

Early Life/Career: Jalandhar born Wajid was the son of Chaudhry Mohammad Abdul Ghani, an officer in Labour Department of Punjab. Wajid was the eldest of his five siblings. At the time of partition, the family was based at Multan. Wajid grew up in Multan and completed his matriculation from Government High School Multan. During school life, he was active in extracurricular activities and participated in sports, debating and scouting. In 1957, he represented Pakistan in 'World Boy Scout Jamboree held in England. Post Matriculation, he did his F sc from Government Emerson College. Lured by a career in aviation, he joined Pakistan International Airlines as an apprentice aeronautical engineer. Wajid joined PAF College (now Academy) Risalpur in Aug 1963 with a passion to become an aviator. His winning streak in academics continued at the Academy as well. Wajid's effort and hard work paid dividends when he graduated from the Risalpur as a navigator on 30 Jan 1966. Elite No 6 Air Transport Sqn at Chaklala which at the time also trained navigators was the first posting station for promising Wajid. Owing to his outstanding performance, he was soon spotted for an Advanced Navigation Course at UK. Wajid lived up to his



Flt Cdt Wajid (2nd from right) along with his course mates at Risalpur



Flt Lt Wajid leading the parade as Flt Cdr during trg at UK

reputation of an intelligent and hardworking individual and emerged as the top student of the course. On the graduation day, he the being the lone foreigner of the course clinched the 'Johnston Memorial Trophy' for being the best navigator.

On return to Pakistan in 1967, he joined his parent unit, the No 6 Sqn, as an operational Navigator on Transport Aircraft, the mainstay of which was and still the formidable C-130 Hercules. In his chosen professional field, he went from strength to strength and at outbreak of 1971 War, he had already achieved a high degree of professional excellence as a Navigator.

War Experience: As the clouds of War gathered in Oct 1971, planners in the PAF clearly knew that for achieving a favorable air situation over the battlefield, air defence alone would not suffice. The enemy air force had to be countered through offensive means as well. Runways and air defence radars of consequence were considered choice targets. PAF felt that sufficient disruption, if not outright neutralisation, could be caused. It was well-known that aircraft hidden away in concrete pens would be impervious to damage by air attacks while the well-camouflaged fuel storage facilities, ammunition dumps and command centres would also be problematic targeting choices. PAF's offensive counter-air campaign also had to be carefully orchestrated, as the limited resources could not be frittered away too early in the War, yet pressure had to be maintained throughout. To supplement the counter air offensive the PAF decided to commit C- 130s, in the





Gp Capt Wajid (standing 3rd from left-1st row) along with PAF Officers after an award ceremony held at Presidency.



Flt Lt Wajid (standing 1st from left) along with officers of PAF Base Peshawar

role of Heavy Bomber. In the 65 War, C-130s were used in the bombing role against enemy troop concentration and communication network. On this occasion it was decided to attack enemy Air Bases, Jaisalmir in Rajisthan Sector, being one of them. The target was selected specifically because of its direct and devastating effect on Pak Army operations in the sector.

Earlier attacks delivered by PAF B-57's to destroy the Jaisalmer airfield during daytime strikes did not produce the desired results and hence C-130 was pressed into the attack . The strike was to be carried out at low level during night. It was a unique mission because such like attack against a heavily fortified fighter Base by a transport aircraft was a first.

No 6 Sqn was tasked by the PAF leadership to plan the low level night bombing raid against Jaisalmer. Soon the search for the best crew to carry out the dangerous and vital mission was launched at Chaklala. While making the selection



Flt Lt Wajid (sitting 1st from left), Gp Capt Masood Khan, OC 35 Wg (sitting in centre) along with officers of PAF Base Chaklala

PAF planners were wary of the demands of the challenging mission and thus had to task a proficient crew for the onerous task. Flt Lt Mir Alam (Captain) and Flt Lt Wajid Saleem (Navigator) and air crew already in the War time deployment location at Mianwali, were tasked with the important mission.

Brief Description of Gallantry: The mission required meticulous planning and a factor which came in handy to the success of the mission was the availability of an American printed map of India which was available with the Navigator due his personal keenness to prepare for the impending War. Since the Pakistani and American maps showed a difference in the position of the Jaisalmir airfield and considering the American map more reliable it was used to plan the mission. The decision proved to be vital when later it was found that a B 57 had earlier failed to locate the target on a day time raid, perhaps due to misprinted information on the map. To take advantage of the moonlight, the 'Time On Target' was planned to be 0320 Hrs on the morning of 6 Dec 1971. Accordingly near midnight 5/6 Dec, when the aircraft was in final stages of preparation, an enemy Canberra raid warning was received. A C-130 sitting in the open presented a huge target even at night. Laden with huge amount of bombs, a hit on the aircraft by enemy could prove to be crippling for the entire Base itself. It was, therefore, decided to hasten the preparation and take off before the raid. However, the aircraft was still on the taxiway when the enemy raid arrived overhead. After a quick consultation about the danger posed, it was decided to take off during the raid. As the aircraft rolled for takeoff, the enemy bombs were already falling. Heavy AAA fire by our own guns was another risk the crew had to contend with. After take



off, the crew circumnavigated Mianwali and course was set for Jaisalmir along the pre-planned route. En route navigation posed no serious problems and the bright moonlight provided added help. A road from Rahim Yar Khan to the Initial Point (IP) was a boon to navigation. The enemy radar defiances were taken into account while planning but even so it was known that lower heights offered a measure of safety. The real danger was a pick up by the air defence radars and subsequent interception by night fighters. As the target was approached, the aircraft height was continually lowered until near the target the aircraft was literally hugging the ground at 100 feet AGL. IP was reached on time and the course set to make final bombing run, the culmination of all the effort and excitement too. A few seconds short of the target, Wajid called for pull up to drop the bomb load. No sooner Mir Alam pulled up the ack ack guns opened up in earnest and the sky literally lit up. The spectacle of light and fire besides being scaring was reassuring that the aircraft indeed hit on the target. Undeterred the unarmed Hercules and the courageous crew pressed on with the attack. Wajid visually located the technical complex comprising hanger and other facilities, waited for the aircraft to be in correct position, and called green light to drop the bomb load. Post weapon delivery, the aircraft exited the airfield perimeter to the South East. The Load Master having clear rear visibility reported explosions and fire on ground. The Captain asked Wajid for the course to steer to return home. To his utter surprise he was told to steer on a westerly heading and wait for a couple of minutes. It transpired that Flt Lt Wajid had not prepared a flight plan for the return flight. Overwhelmed by the intelligence briefings, on Jaisalmer being defended by over 200 Shilka guns and SAM batteries, and being well cognisant of the vulnerability of an unarmed lumbering aircraft, the Navigator (Wajid) had actually considered it to be, in all probability, a one-way mission. Following an uneventful return, the crew returned to land at Tank in the wee hours.





Air Cdre Wajid (2nd from left) along with fellow officers during a dining-out night at Chaklala

The success of the mission was confirmed by another PAF aircraft in the area which had observed huge fires in the area. Photo reconnaissance missions later carried out by the PAF aircraft further confirmed that the C-130 bombing mission had been a complete success. Huge fires kept burning at the airfield for the next two days confirming the damage inflicted by this lone Hercules.

Citation of the Gallantry Award: Flt Lt A Wajid Salim was the navigator of an aircraft detailed on a mission against an IAF Base on the night of 5/6 Dec 1971. He planned the mission with great care. During the flight, Flt Lt Wajid displayed a high degree of professionalism and courage, which were a source of inspiration to all other crew members. As the aircraft approached the target, it encountered heavy anti-aircraft fire. His accurate tactical navigation ensured a successful mission against heavy odds. In recognition of his devotion to duty and courage, he has been awarded SJ.

Later Career: After the War, veteran Wajid continued serving the elite No 6 AT Sqn. Within months, he gained the 'A' category status, a rare honour at such young age. Professionally outstanding Wajid was selected to undergo 'Staff Navigation Course' at RAF College of Air Warfare UK in 1973. Having qualified the course with flying colours, he returned to take up assignment as an instructor at the prestigious Transport Conversion School Chaklala and played a key role in grooming of young transport air crew. He later remained on various key command and staff appointments, which included Navigation Leader at No 6 Sqn, Asstt Director Ops, President Transport Standardization and Evaluation Team, Deputy Director Plans, Deputy Director Air Transport (Operations), Director Recruitment, Staff Operations Officer, Director Public Relations and Provost Marshal. He also remained on deputation to Saudi Arabia as Navigation Advisor for three years. Air Cdre Wajid was serving as Provost Marshal, when his long and illustrious career ended with his retirement from PAF on 21 Feb 1995.

After retirement Wajid remained associated with CAA (Civil Aviation Authority) as Director Airport Management for three long years, finally hanging his gloves in Mar 1999.

Family Details: Wajid married Nasira Begum on 26 Oct 1969 at Multan. The couple has been blessed with three adorable daughters, Fariha, Saira and Faiza. All his daughters are happily married and settled with their families. Air Cdre Wajid is presently settled in Lahore enjoying a blissful retired life.

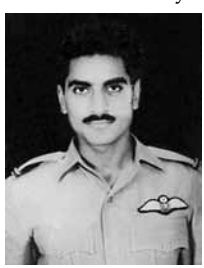


Gp Capt Israr Ahmed, SJ, SBt



Name:	Israr Ahmed
Pak No:	4408
Father Name:	Karimuddin Qureshi
Date of Birth:	11 Nov 1943
Place of Birth:	Ambala, India
GD (P) Course:	37 GD (P)
Date of Commission:	10 Jan 1964
Date of Retirement:	24 Aug 1987
Gallantry Award:	SJ

Early Life/Career: Born in the religious family of Mr Karimuddin Qureshi, Israr received his early education from Govt High School Gujranwala. In 1960, he joined



Govt College Gujranwala from where he completed his F Sc with flying colours. Energetic and brilliant Israr joined 37 GD (P) course at PAF Academy Risalpur in 1962. On successful completion of the course, he earned his wings in Aug 1964 and headed to Mauripur for Jet Conversion Course. After flying Sabres for a while, he joined the lone transport wing of PAF at Chaklala and flew the Hercules. He did all sort of challenging missions during his stay in No 6 Sqn including the daredevil para drop missions in the treacherous mountain ranges of northern areas of Pakistan. Soon his outstanding professionalism in flying earned him an enviable reputation in the Sqn. In 1971, he went to Risalpur for the prestigious Flying Instructors Course. It was from there, his name shot to fame during the 1971 War when he flew unimaginable daredevil missions on Harvard training aircraft.

Participation in 1971 War: Israr was working as an instructor at PAF Academy Risalpur when the War broke out in Dec 1971. Pitted against a numerically superior foe, and imbued with the desire to sustain the all-out nature of its assault, the PAF had to pack every available ounce into its punch in order to keep the enemy off his balance. Therefore, with the declaration of war, PAF leadership decided to use even the vintage Harvard training aircraft in the War. Soon the Harvard fleet was

pressed into service, insignificant though by comparison its capabilities were. All the armament it could carry consisted of 400 rounds and four 60-lb rockets. Its greatest value could perhaps be rated as 'nuisance', though it was able to carry out recce and inflict damage on soft-skinned targets. The resilient instructor pilots of the Academy were tasked to fly the trainer in its new wartime role. They knew the challenge thrown was dangerous but they lived upto their reputation. Israr was among the pioneering instructors who volunteered to fly these daredevil missions. At the outset, Israr and other crew knew that the Harvard could not be operated by day over the frontline, as at 145 mph this would have been suicidal. Its safety lay in night work at low level, but this also constituted its greatest hazard – without the comfort of a well-lit cockpit, the pilots would be required to fly in full blackout conditions, limited moonlight and with only the aircraft's magnetic compass and their own sixth sense to guide them. Yet night after night, these aircraft were to impudently flaunt their bright exhaust flames in the face of the enemy, adding their mite to the distraction of the foe. PAF did not lose even one of these aircraft in the process. The flying skill, grit, and endurance of the flying instructors who piloted these aircraft on somewhat unspectacular missions was well worthy of the highest praise. Pin pricks, one was no doubt tempted to call them, but they were a cheap way of maintaining pressure and harassing the enemy – and psychologically all-important – they symbolised the very spirit with which PAF defied and held at bay an enemy who seemed so vastly superior in every respect.

Brief Description of Gallantry: On the night of 5 Dec 1971, when the War was hardly 24 hours old, Israr volunteered to fly a vital interdiction mission in



Flt Cdt Israr (sitting 1st from right) along with his course mates of 37 GD(P) course at PAF Academy Risalpur

Chamb area where the two armies were fighting a stiff War. Pak Army needed close support and convoy interdiction missions on regular intervals. Since the operation of Harvard, directly from Risalpur, would restrict their radius of action considerably, it had been decided to use Chaklala as their refuelling station and final jumping board to operational areas. Israr took off in the pitch-dark night and landed at Chaklala for refuelling. With fuel tanks topped up with full fuel, Israr took off for the daring mission. Flying low, he reached the area with pinpoint accuracy. As he pulled for the first attack on the convoy, the enemy ack-ack gave him a hot reception. Undaunted he pressed on and attacked the target. As he pulled up for exit, his T-6 G Harvard was hit by the enemy ground fire and a shell fractured Israr's right arm. Profusely bleeding, he flew the aircraft with great determination. Kissing the curvature of the earth, he exited the battle area and later climbed to higher level, and headed home. He flew the aircraft meticulously and landed back safely at the Base. The great heroics done by resilient Israr not only saved the valuable aircraft but also became the symbol of pride for the flying instructors of Risalpur.

Citation of Gallantry Award: "On 4 Dec , 1971, Flt Lt Israr Ahmad was detailed to fly a mission over the Chamb-Akhnur sector. While over the battle area, his aircraft was hit by enemy ground fire and the pilot was seriously injured. In spite of his injuries, the pilot climbed to height, flew the aircraft, and landed at a Base during an air raid warning. When he was removed from the cockpit, it was found that his right upper arm bone was shattered and he was suffering from serious loss of blood. Flt Lt Israr showed tremendous courage and determination in flying the aircraft back and landing at his Base in spite of injuries on his left arm. In doing this, he displayed sterling qualities of devotion to duty, courage and determination. In recognition of his performance, he has been awarded SJ."

Later Career: After the War, veteran Israr came back to his parent unit the elite No 6 Sqn and continued with the job which he knew the best – flying the formidable Hercules. Soon his meticulous and precise flying skill led him to become an instructor in the esteemed Transport Conversion School (TCS) at Chaklala. After he became the Chief Flying Instructor at the School, he improvised procedures of training in transport flying and earned respect among the transport aircrew. In 1978, he was selected for deputation to Libya where he stayed for three long years. On return, he took over the command of TCS and gave the training procedures a new meaning. He improvised procedures and derived modern methodologies for the transport aircrew. His efforts were widely acknowledged at all levels and in their recognition, he was awarded with SBt.

Citation of SBt: "Gp Capt Israr Qureshi has to his credit more than 19 years of highly brilliant service career. He has made his impact on multifarious assignments including operational, instructional, and command. He is a highly skilled transport pilot and in his assignments as Chief Flying Instructor and later on as OC Transport Conversion School, he has displayed an excellent example of flying skill and is fully abreast with the latest techniques and developments related to his profession. He is highly conscious and hardworking officer. He possesses

two Masters Degrees and is quite generous and cooperative. He displayed the confidence, foresight and pursues his goals with full determination and hard work. For maintaining the excellent standard both through his performance and leadership and for possessing a distinguished sense of dedication to the cause of service, he has been awarded with SBt."

Career until Retirement: Gp Capt Israr remained on various command and staff appointments later in his career, which included command of No 35 Wing, Officer Commanding Administration Wing at Sargodha, Staff Ops Officer at Chaklala and Officer Commanding Administration wing at Risalpur. His long and illustrious career ended in Aug 1987 when he retired in the rank of Gp Capt.

Family Details: Israr married Tazeem Akhter on 29 May 1971. He is presently settled at Karachi leading a peaceful retired life.

Wg Cdr Ghulam Ahmad, SJ



Name:	Ghulam Ahmad Khan
Pak No:	3761
Father's Name:	Raja Sakhi Muhammad Khan
Date of Birth:	11 Jul 1930
Place of Birth:	Jhelum
GD (P) Course:	20 GD (P)
Date of Commission:	11 Jan 1957
Date of Retirement:	11 Jul 1978
Date of Demise:	1 Sep 1997
Gallantry Award:	SJ

Early Life/Career: Ghulam Ahmed received his early education from Jhelum and did his FA from Allahbad University in 1946. In 1956, he joined RPAF College Risalpur and graduated as an operational navigator on 11 Jan 1957. Soon after graduation, he was selected for Advanced Navigation Course in USA. On return, he joined No 6 Sqn and flew Bristol Freighters for a couple of years. With the arrival of formidable B-57 Bomber in PAF fleet, he was selected for the conversion course on new state-of-the-art aircraft. After conversion, he joined prestigious No 8 Sqn at Mauripur and remained associated with it for a long time.

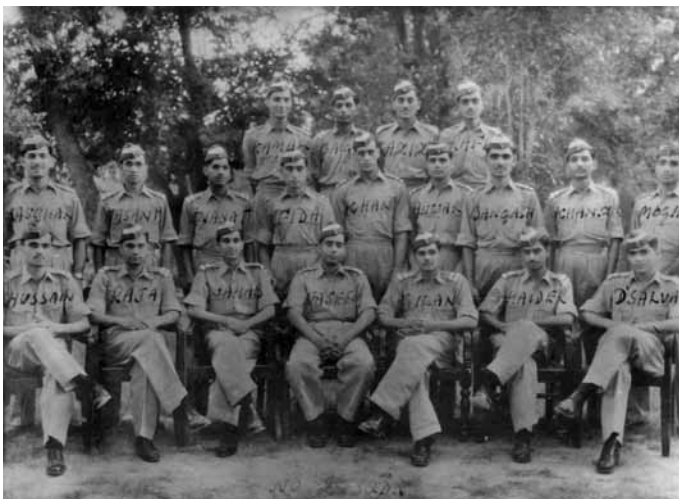


Participation in 1971 War: During last week of Nov 1971, tensions between the two arch-rivals jumped to unprecedented levels. The fast deteriorating law and order situation in East Pakistan signalled gathering of war clouds. Taking stock of the grim situation, PAF leadership activated the War dispersal plan for the Bases. As per the War plan, the B-57 force was to be divided into two groups. The larger group would operate from Mianwali under the command of Wg Cdr Yunus and the smaller one from Masroor with Wg Cdr Akhtar as the Officer Commanding.

GA Khan along with Sqn Ldr Rais Rafi (who was his first cousin as well) moved to Mianwali in early Nov 1971. They were housed in Chashma Barrage Rest House, a couple of miles away from Mianwali Base. Gp Capt Sultan Muhammad Dutta, Assistant Commandant of PAF Academy, Risalpur, a 1965 War veteran,

was given the command of Mianwali with Sqn Ldr Amin Khan Khalil as his Staff Officer.

As Mianwali was not an operational Base, it lacked basic facilities. The bomber crew took up the challenge of setting up offices and crew room in the underground bunkers. Tents were pitched under Keekar (acacia) trees and the crew started preparing for War. Soon the intelligence reports about enemy defences, deployments, and movements started to roll in the base Ops Room. After careful study of the intelligence reports, the crew realised that this time the enemy was much prepared as compared to 1965 War. Over the period, they had acquired radar-controlled ack-ack guns and better quality of surface to air missiles, interceptors, and modern radar network. However, this did not deter the resolve of the bomber crew.



Flt Cdt G A Khan (standing centre -1st row) along with his course mates at PAF Risalpur (1953)

On the other hand, the PAF's B-57 force had a total of 18 aircraft. Of these, ten had come to Mianwali. Eight including those requiring major repairs were left at Masroor. In view of the strong enemy defences, majority of aircrew thought that in a War of about three weeks, PAF might lose all the B-57s in action or due to accidents, which do take their toll in such situations. This meant that crew causalities would also be high. One day at Mianwali, Rais Rafi came up with a brilliant idea. He first discussed it with his most trusted friend and cousin, G A Khan. Rais told him that the aircrew, particularly those with children, should get themselves heavily insured to leave additional source of income for the families. Upon getting concurrence from GA Khan, he tossed this proposal to others in the crew room and many agreed and got themselves insured with American Life Insurance scheme. The idea was to pay a heavy premium for one quarter only,

hoping that the War would start and finish by the end of Jan 1972. If many of them survived, they would discontinue the policy as they could not afford to pay such a heavy premium for a period longer than a quarter. Majority of the families of the aircrew, deployed at Mianwali lived at Risalpur. The aircrew sometimes in a week managed to get a T-6G from Risalpur and often used if for going to Risalpur, which had become a station of families with skeleton staff. On one such trip, Rais along with other married crew handed over the insurance papers to their wives, who received the same with heavy hearts and tears in their eyes.

In the last week of Nov, Sqn Ldr G A Khan said to Rais Rafi in a lighter mood, "Brother, the War has not yet started. If it starts in Jan after the premium period expires we would be clearly the losers." Both laughed it out for a while and decided that they will not fly in the same aircraft. G A Khan, who besides being courageous, also displayed ample sense of raw humour most of the time opined that two shaheeds in one family, buried on the same day would not receive the required hero's welcome. He thought that their bodies should reach their homes separately, if possible, with a couple of days' break. While such thoughts came to everyone's mind, the crew came to a firm conclusion that once in attack (dive or skip bombing run) they would not avoid enemy ack ack or SAMs because this would not help. They would attack with greater accuracy and total disregard to ack ack and SAMs. Such was the morale of GA Khan and other crew at Mianwali, days before the War broke out in Dec 1971.

By the end of Nov, Wg Cdr Yunus was summoned to Command Operations Centre (COC) and was briefed along with other commanders about the latest situation. He was also given the 'code word' to start the War along with an envelope containing the first night's strike missions. On his return, GA Khan knew that the 'D day' was close.



Under the Hercules Wing - Flt Lt G A Khan and a fellow officer take a minute out of their hectic routine during 1965 War

Finally it came. On 3rd Dec, there was a call from the C-in-C, Air Marshal Rahim Khan for Wg Cdr Yunus. The Chief said only one sentence on telephone, "Drop taken off, as of today, good luck!" and Yunus repeated it – and that was all. G A Khan had just finished his lunch at Chashma Rest House when this news came in. Within minutes the air crew were all heading for Mianwali. By the time they reached the Ops Room, they all knew what to do as things worked like a clock.

Brief Description of Gallantry: G A Khan flew numerous operational missions as the War broke out on 3 Dec 1971. However, the most challenging task came on the night of 10 Dec. As he went to the Sqn in the evening, the detachment commander told him that he would fly a night raid on Halwara airfield. Flt Lt G A Khan, planned the mission meticulously and hours before take off, he along with his pilot Sqn Ldr Basit, studied the enemy air defence systems employed at the target. The valiant crew took off in a pitch-dark night carrying eight 1000 lbs bombs. G A Khan, navigated the aircraft to target, checking all the turning points on prescribed time. Upon entering the enemy airspace, they descended to low level and continued to head towards the target. As they approached the set course point, G A gave the heading to target and punched the clock. As he called for pull up, Basit spotted the runway and dropped the entire bomb load on the airfield. After the drop, Basit commenced the steep turn and exited at high speed. Turning away from the airfield, they came under attack by Russian origin SAM-II missiles fired from the airfield. Brushing aside the consequences, both remained calm and took the challenge boldly. Dodging the missiles coming at supersonic speed, the valiant crew pressed on. On advice of G A Khan, Captain descended down to tree top level and employing tactics to evade the danger exited the scene at high speed. G A Khan navigated the aircraft meticulously for the return journey and the courageous crew managed to return safely to Peshawar.

Citation of Gallantry Award: "Sqn Leader Ghulam Ahmed Khan was detailed along with Sqn Leader A Basit on a counter air mission against the IAF Base at Halwara on the night of 10/11 Dec 1971. He flew the mission as planned. While a few minutes short of the target, 4 SAMs were fired at his B-57 aircraft. He displayed great courage, skill and devotion to duty, assisted his pilot in evading these missiles, continuing the mission and successfully attacking the target even though there was all the likelihood of the enemy firing more SAMs. For his courage, determination and devotion to duty Sqn Leader Ghulam Ahmed Khan has been awarded SJ."

Wg Cdr Javaid Afzaal Ahmed, SJ



Name:	Javaid Afzaal Ahmed
Pak No:	4260
Father's Name:	Chaudhry Faiz Hazoor
Date of Birth:	18 Apr 1941
Place of Birth:	Habibpur, Sialkot
GD (P) Course:	32 GD (P)
Date of Commission:	31 Mar 1962
Date of Retirement:	1 Jul 1976
Gallantry Award:	SJ

Early Life/Career: Born in an agriculturist family of Sialkot, Javaid received his early education from Govt High School Sialkot. With a dream to become a fighter pilot in PAF, young Javaid joined PAF School Sargodha as a cadet in Feb 1955. After successful training, he joined 32 GD (P) course at PAF Academy Risalpur in 1960. After receiving initial training, he was sent to USA for advanced training on T-34, T-37, T-33, and F-86 aircraft. On his return, he got commission as a fighter pilot in PAF on 31 Mar 1962. He was lucky to get his first posting to prestigious No 5 Sqn, led by legendary Sqn Ldr Rafiqui. Under the able command of Sqn Cdr, young Javaid matured into a seasoned fighter pilot in a short time. After spending two eventful years in No 5 Sqn, he moved to Risalpur for FIS (Flying Instructors School) Course. Later, he was retained in the Academy as instructor pilot where he imparted flying training to young PAF cadets. As the clouds of War gathered in 1965, Flt Lt Javaid was attached from Risalpur to elite No 19 Sqn, under the exemplary leadership of Sajad Haider. Javaid flew extensively during the 1965 War, and carried out numerous operational missions. By the time the War ended, he had flown several air support mission especially in Chamb, Samba and Jammu sector. After the War, he joined his parent unit, FIS, and continued to impart training to young pilots at the Academy.

Brief Description of Gallantry: As the tension between India and Pakistan grew in early 1971, Javaid was posted to solitary No 14 Sqn deployed at Dacca, East Pakistan. The legendary Wg Cdr Afzal Chaudhry commanded this Sqn. The star-studded Sqn comprised accomplished pilots like Sqn Ldr Dilawar, Flt Lt Shams-

ul-Haq, Flg Off Shamshad, Flt Lt Saeed Afzal, who were awarded with SJ after the War. Most of them were awarded with coveted SJ after the War. Together they jelled into a formidable team of air warriors who stood their ground valiantly against a much larger enemy- lone No 14 Sqn pitched against 10 IAF sqns in the East. However, this proposition did not deter their enthusiasm and the Sqn prepared well to take the IAF brunt in case of eventuality. 4 Dec 1971 was a red-letter day in the history of PAF. This was the day when a fistful of gallant air warriors of No 14 Sqn proved equal to the task and kept the PAF emblem high. Since morning Javaid, while on ADA alert, was desperate to launch into action. He did not have to wait long; around midday, he was asked to scramble and intercept the intruding IAF Hunters. He, along with his wing man, was up in the Dacca skies in a moment. His Sabre roared and as he headed east, he saw four Hunters nearing Dacca airfield. Asking his wing man to clear his tail, he got behind the trailing Hunter. Soon both aircraft were in classic dogfight. Hunter pilot tried his best to shake off steaming Javaid from his back but failed. As the enemy aircraft came in close range, Javaid's six 0.5'' guns fired a volley of rounds blowing it up into pieces. Settling score with one Hunter, Javaid turned around and dived for another escaping enemy aircraft. The Hunter's pilot turned viciously at high speed to avoid the closing-in Sabre. Soon it proved to be a futile move, as the resilient Javaid was still on its tail. Without any delay, Javaid set his aim on the Hunter and fired his lethal guns. The barrage of formidable fire landed at the back of Hunter's canopy. The aircraft blew up and its ill-fated pilot failed to eject. Feeling threatened the remainder Hunter formation discontinued the attack and escaped.

As Javaid was planning to return, the radar informed him about the presence of four more SU-7s, which were chasing a lone Pak Army helicopter. With after burners on, he dashed into a shallow dive and attacked the lagging enemy aircraft. The SU-7 pilots proved to be tough competitors and provided no opportunity to Javaid to take a clean shot. Soon they entered into classic scissors looking for a kill. Minutes later the SU-7 pilots being low on fuel disengaged and preferred to leave the scene. Scanning the area for any intruder, Javaid Afzaal returned to the Base. As he climbed down the aircraft after switch off, the jubilant ground crew while chanting slogans picked up Javaid on their shoulders. After the complete destruction of Tejgaon airfield, on the night of 6 Dec, owing to non-stop bombing of IAF bombers, the valiant crew of No 14 Sqn had no other choice but to leave East Pakistan with heavy heart.

Citation of Gallantry Award: "On 4 Dec 1971 while flying on an air defence mission, Sqn Ldr Javed Afzaal Ahmed intercepted a formation of four Hunters approaching Dacca airfield. During the combat, he shot down two Hunters and chased away the others, thus preventing them from attacking any target. In the same mission, he engaged a formation of two SU-7 aircraft, which was attacking a Pakistan Army helicopter and chased them away. Throughout the War, he fought valiantly. For his courage and excellent performance in the face of heavy odds, Sqn Ldr Afzaal has been awarded SJ."

Career till Retirement: On his return to Pakistan on 24 Dec 1971, he stayed for a while as instructor in elite Fighter Leaders School at Mauripur. In 1974, he got the

command of Basic Flying Wing at Risalpur, where he served until his retirement on 1 Jul 1976.

Post Retirement: Charm of flying did not keep Wg Cdr Javaid away from open skies for very long. He joined PIA in 1977 and during his long and happening career, he flew a variety of commercial aircraft including DC-10, B707, B747, B737, A310 etc. Javaid Afzaal retired from PIA in 2001 and since then he has been leading a satisfied retired life at Lahore.

Family Details: Javaid married Fozia begum and is blessed with two daughters and a son. Ahsan Afzaal did MBA from LUMS and is presently working as Director Angro Foods at Karachi. His daughter Aamna Afzaal, did Bachelors from Home Economic College Lahore. She is a full time homemaker presently settled in Lahore. Youngest Reema Afzaal after attaining Bachelor's Degree in Fashion Designing got married and is presently settled in Lahore with her family. One of Javed's brothers, Iqbal Javed joined PAF and got commission as an aeronautical engineer. He retired as an Air Cdre in 1999.

Flt Lt Shams-ul-Haq, SJ



Name:	Shams-ul-Haq
Pak No:	5265
Father's Name:	Rukunuddin
Date of Birth:	31 Oct 1948
Place of Birth:	Peshawar
GD (P) Course:	47 GD (P)
Date of Commission:	12 Jan 1969
Date of Retirement:	11 Sep 1976
Gallantry Award:	SJ

Early Life/Career: Born in historical city of Peshawar, Shams-ul-Haq's father was a Superintended in works directorate of PAF. The family belonged to warrior Rajput clan and was settled at Rohtaq, East Punjab before Independence. On the eve of partition, the family migrated to Pakistan and got settled at Peshawar. Shams received early education from Peshawar and did F Sc from Edward College in first division. He later joined 47 GD (P) course at PAF Academy in 1966. Shams did well at the Academy and earned his wings in 1969. After graduation, he did Fighter Conversion at Mauripur and got posted to No 14 Sqn at Dacca.

Brief Description of Gallantry: After the victory of allied forces in WW-II, Sir Winston Churchill paid great tributes to his air force and while making a speech after the War said, "Never in the face of human conflict has so much been owed by so many to so few." The tribute was meant for RAF airmen, however, after analysing the feats performed by PAF men at Dacca during the 1971 War, it could easily be attributed to them. Flg Off Shams was part of the team of such gallant air warriors that courageously stood their ground against ten times larger IAF in the east sector.

On 3 Dec 1971, as night fell in the East Bengal in the wake of the PAF opening salvos in the West, IAF Canberras attacked Tejgaon (Dacca) airfield as many as 5 times but fortunately, all their bombs fell wide off the marks and no damage was done. By first light the next morning on 4 Dec, four PAF Sabre interceptors were launched to intercept any intruding IAF strike. The first two landed without any contact with the enemy. At about 0730 hrs the third pair led by the operations

officer, Wg Cdr SM Ahmad got airborne with Flg Off Rashidi as wing man. After take off he was soon in the thick of battle with 4 Hunters, joined minutes later by some MiG-21s and Su-7s. In fierce dogfight, the Hunters' leader shot down Ahmad's F-86, forcing him to eject near Kurmitola; despite an air and ground search, he could never be traced. Rashidi, in the meanwhile, successfully disengaged himself from the 'one-versus-several' situation just as another pair of PAF F-86s, comprising Sqn Ldr Afzaal and Flt Lt Saeed, was engaging the 3 Hunters, a few miles away. Another Hunter immediately set upon both Afzaal and Saeed and in split seconds, Saeed was shot down. Only minutes later Afzaal had avenged this loss by chasing a MiG-21 and shooting it down. Although Saeed had ejected safely, he too was never found; reportedly, "Mukti" supporters took both Saeed and Ahmad away. The news of SM Ahmed and Saeed being shot down after putting up a tough fight failed to deter the resolve of young Shams and his Sqn pilots. He vowed to avenge the losses and as soon as he received the information of another IAF attack, he was in the air along with his No 2 Flg Off Gul, in a "jiffy". They intercepted 2 SU-7s about 3 miles north of Dacca. Shams without wasting a moment got after one of the evading SU-7s and delivered a partial blow. SU-7 was hit but managed to pull away and escaped the scene. At 0940 hours, Shams and Gul scrambled again, this time to intercept two Hunters over Dacca. Shams fired at the first Hunter and scored hits but since the aircraft did not go down, he went into a dogfight, entered into classic scissors till the IAF Hunter hit the ground, giving no time to the pilot to eject. Gul chased the other Hunter, which managed to get away. The pair landed back safely and found themselves in the middle of jubilant ground crew on landing. The greatest air battle of the day was still to come. Flg Off Shamsul Haq - with the very young but spirited Flg Off Shamshad on his wing scrambled around midday. Just as their wheels were locking up, 2 of a flight



Flt Cdt Shams (sitting 3rd from left) along with his course mates of 47 GD(P) course at Risalpur

of 4, approaching SU-7s fired their rockets at the F-86s, which were hardly 200 feet above the trees. Shams broke into them and shot down one of the nearer pair of Sukhois with a Sidewinder, cheered by the sqn aviators watching from below. Shams and Shamshad were next directed towards Kurmitola where each of them downed a Hunter with their guns. Shamshad then returned to land but Shams spotted another Hunter over Tejgaon and fired his second Sidewinder at such close range that before its guidance system could take over, the missile streaked straight into the Hunter tail pipe and blew up its engine. The Indian pilot's descent by parachute was in full view of many ground observers around the airfield. Now Shams was in trouble: he was suddenly surrounded by 4 MiG-21s, which began to attack him in turn, driving him into a tight corner. The quick-thinking Shams immediately whipped into a max-rate steep-turn at treetop height, with the Dacca TV tower in the centre of it, jinking wildly as he turned. The MiGs attack pattern was effectively disrupted and short of fuel, they soon exited the scene. Young Shams won the day for PAF.

Citation of Gallantry Award: "During the War Flg Off Mohammad Shams-ul-Haq, being the youngest member of the sqn with the least experience of flying, acquitted himself with exemplary courage and skill. On 4 Dec 1971, he was ordered to scramble and intercept a formation of four SU-7 aircraft's attacking Dacca airfield. As he got airborne, the SU-7s attacked his formation with missiles. He very coolly broke into the attacking aircraft at very low speed and asked his wingman to do the same and in the ensuing battle shot down on SU-7. Meanwhile four Hunters joined the battle. He engaged these Hunters and shot down two of them. Thereafter, he was attacked by four MiG-21's. He put off their attack by quick planning and superior handling of aircraft. Against such heavy odds, he displayed exemplary courage and leadership. Flg Off Shams-ul-Haq has been awarded SJ."

Later Career: After the War, Shams-ul-Haq did the FIS course and served the PAF Academy as instructor. He also did the elite FLS course and later served the unit as instructor. Owing to personal reasons, the promising officer left PAF in 1976. Shams married Farida Shams and the couple was blessed with a son born in 1974.

Flt Lt Raffat Jamil, SJ



Name:	Raffat Jamil
Pak No:	4985
Father's Name:	Syed Muhammad Jamil
Date of Birth:	25 Jan 1949
Place of Birth:	Abbottabad
GD (P) Course:	45 GD (P)
Date of Commission:	28 Jan 1968
Date of Retirement:	23 May 1975
Date of Demise/Burial:	26 Sep 2010/DHA graveyard Karachi
Gallantry Award:	SJ

Early Life/Career: Tall, handsome Raffat was born in the family of Syed Muhammad Jamil, who was an officer in Karachi Municipal Corporation. After completing primary education from Abbottabad, he joined PAF School Lowertopa. Raffat was an outstanding athlete in school days and was an extraordinary player of Hockey and Football. He first became the house captain of Tipu house and then rose to prestigious appointment of School Head Boy. He joined PAF Academy Risalpur in Feb 1966 and earned his wings on 28 Jan 1968. After graduation, Raffat joined No 6 Sqn and flew C-130 Hercules for a couple of years. As the War broke out in 1971, Raffat was deployed at Mianwali for carrying out Air Transport Operations.



Brief Description of Gallantry: After the successful and enterprising employment of the C-130s for the carpet-bombing role in the 1965 Indo-Pak War, the PAF used these vulnerable but potential equivalents of heavy bombers again in the 1971 War. Of the 9 successful bombing missions launched by the C-130s, the most accomplished one was the attack on Jaisalmer on the night of 5/6 Dec. Flt Lt Mir

Alam, along with his navigator Flt Lt Wajid and co-pilot Flying Officer Raffat Jamil were detailed for this mission from Mianwali. As the aircraft was being loaded with bombs, the Base came under attack by IAF Canberra. The crew decided to press on as they knew that as long as the C-130 remained on ground, it would remain vulnerable to enemy raid. Undeterred crew took off amidst the heavy fire of AAA guns of Mianwali and headed for its target. Approaching from the IP (Initial Point), Mir Alam pulled up, Raffat did the final checks and the navigator gave the green light for the bombs to be released. Indian AAA opened up simultaneously and the whole sky lit up. Passing through the barrage of formidable fire, the unarmed



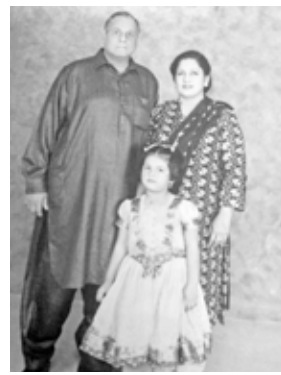
Flt Lt Raffat (2nd from left) along with PAF pilots during Fighter Conversion Course



Plt Off Raffat (2nd from right-last row) at his graduation ceremony at Risalpur

Hercules dived at low altitude and dropped the bombs in the centre of runway. It was a DH (direct hit) and the entire airfield blew up with the impact of heavy bombs. As they turned for exit, Raffat saw huge fires erupting from the airfield. It was a successful trip. The gallant aircrew exited at tree top level and entered the Pakistani airspace in early hours of morning.

Citation of Gallantry Award: "Flg Off Raffat Jamil flew as a co-pilot on a bombing mission to Jaisalmir on 6 Dec 1971. He made a significant contribution to the success of the mission as result of which the enemy suffered heavy losses. In recognition of his courage and determination, he has been awarded SJ."



Family Details: Raffat married Yasmeen on 25 Feb 1978. They are blessed with an adorable daughter Areeba born on 25 Jul 1997, after ten years of their marriage. Raffat breathed his last on 26 Sep 2010. The gallant pilot was laid to rest in Karachi with full military honours. Large number of PAF officers and men attended the funeral parade and paid homage to the great warrior.

Flg Off Shamshad Ahmad, SJ



Name:	Shamshad Ahmad
Pak No:	5334
Father's Name:	Syed Maqbool Ahmad
Date of Birth:	14 Apr 1947
Place of Birth:	Karachi
GD (P) Course:	47 GD (P)
Date of Commission:	29 Jun 1969
Date of Retirement:	3 Apr 1973
Date of Demise/Burial:	2010/PAF Graveyard, Korangi Creek Karachi
Gallantry Award:	SJ

Early Life/Career: Shamshad received his early education in Karachi and did his matriculation from prestigious Burn Hall Cadet College Abbottabad in 1964. Later he joined PAF Academy Risalpur in 1969. After his conversion from No 2 Sqn at Mauripur, he joined No 26 Sqn for a couple of years. In 1971, he was posted to the elite No 14 Sqn based at Dacca. The Sqn was hopelessly outnumbered and outmatched by an enemy force of ten Sqns equipped with the most modern aircraft to which ageing Sabres were considered no match. Nevertheless, this disparity in numbers and performance capabilities did not deter young Shamshad and his fellow fighter pilots of sole No 14 Sqn. Though less experienced, Shamshad rose to the occasion, achieved unimaginable feats during the War and later became symbol of pride for the PAF.

Brief Description of Gallantry: In the morning of 3 Dec 1971, Flg Off Shams with the very young but spirited Flg Off Shamshad on his wing, the formation scrambled at 0845. Just as their wheels were locking up, 2 of a flight of 4 approaching SU7s fired their rockets at the F-86s, which were barely 200 ft above the trees. Shams broke into them and shot down one of the nearer pair of S-7s with a Sidewinder, cheered by the Sqn airmen watching from below. The remaining SU-7s turned tail but seconds later, Shams and Shamshad were directed by the Controller towards the 4 approaching IAF Hunters. In the ensuing air battle, both pilots downed a Hunter each with their guns. Shamshad then returned to land but Shams spotted another Hunter over Tejgaon and fired his second Sidewinder at such close range that before its guidance system could take over, the missile streaked straight

into the Hunter's tail pipe and blew up the engine. The Indian pilot's descent by parachute was in full view of many ground observers around the airfield. Now Shams, who had no ammunition left, was in trouble; he was suddenly surrounded by 4 Mig-21s which began to attack him in turn, driving him into a tight corner. The quick-thinking Shams immediately whipped into a max-rate steep turn at treetop height, with the Dacca TV tower in the centre of it, jinking wildly as he turned. The MIGs' attack pattern was effectively disrupted and short of fuel, they soon exited the scene.

The only other air combat took place while four F-86s were providing top cover to the Pak Army troops near Lakshman, 30 KM northeast of Dacca. PAF formation engaged four IAF Hunters. Of these, Flg Off Shamshad bagged one, which proved to be the Sqn's 7th and the last air-to-air kill of the Sqn.

No sooner, this four-ship formation landed at Tejgaon, a formation of four MiG-21s bombarded the runway accurately. From this moment onwards, the runway remained under constant attack by the enemy to inhibit runway repair work

Citation of Gallantry Award: "On 4 Dec 1971, Flg Off Syed Shamshad Ahmad was scrambled to intercept a formation of four SU-7 attacking Dacca airfield. As he got airborne, he was attacked by SU-7s with missiles. He put off their attack by superior handling of his aircraft. In the same mission, he intercepted a formation of four Hunters. In the subsequent air battle, he shot down one Hunter. On another mission he spotted one Hunter attacking our troops positions. Fearlessly he engaged that aircraft and shot it down. Though very young and having very less experience of fighter flying he kept his spirits high and displayed great courage throughout the War. For his courage, skill and performance, he has been awarded SJ."

After the War, Shamshad got retirement from PAF owing to personal reasons. He later moved to USA. Shamshad led an adventurous life travelling across the world until he met his destiny in unfortunate circumstances in 2010.

Tragic Demise: In 2010, Shamshad came to Pakistan to meet his family and friends. While flying back to USA, he died of a fatal heart attack when he was in transit at Dubai. Unfortunately, his body kept lying in a morgue for long at Dubai waiting to be claimed. With lot of efforts, the authorities located his friends in Dubai, who later informed the PAF about his tragic demise. The Defence Attaché at Dubai played a key role in transporting his dead body to Karachi. His funeral prayers were offered at the PAF Officers Mess, Faisal. The great veteran was later buried at the PAF graveyard, Korangi Creek with full military honours. A large number of people attended his last rituals including his friends from Burn Hall, his course mates, and all those who knew and loved him.

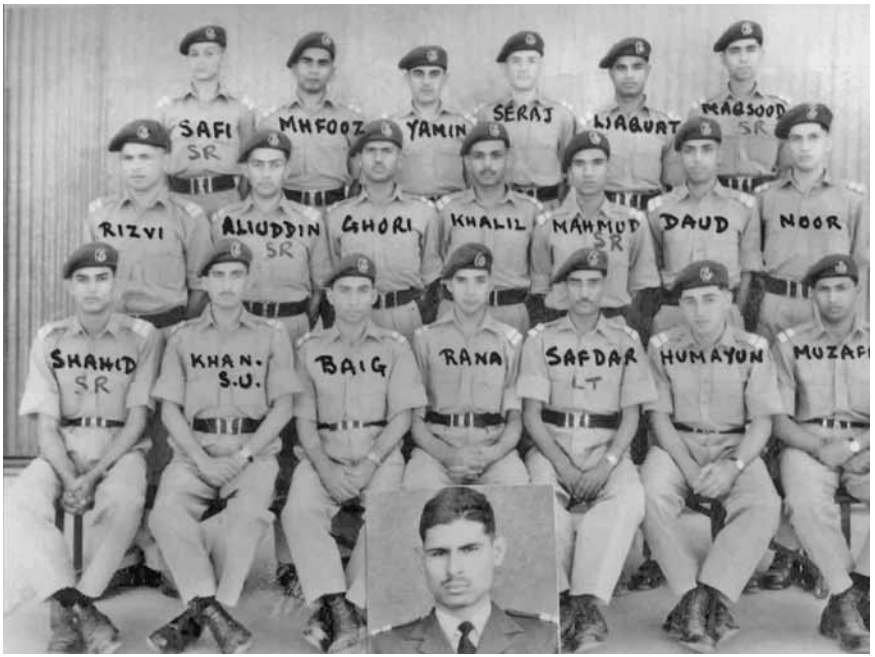
Gp Capt Maqsood Amir, TJ



Name:	Maqsood Amir
Pak No:	4443
Father's Name:	M A Doolha
Date of Birth:	4 Oct 1944
Place of Birth:	India
GD (P) Course:	38 GD (P)
Date of Commission:	21 Jun 1964
Date of Retirement:	4 Jul 1987
Gallantry Award:	TJ

Early Life/Career: Patiala born Maqsood Amir was a keen student since early days. After attaining distinction in matriculation exams, he joined PAF Academy Risalpur in 1963. Young Maqsood showed a lot of promise during his stay at Risalpur, especially in flying training. After spending momentous days at Risalpur, he earned the coveted flying wing in 1964. He had barely finished his operational and advanced jet training on Sabre aircraft when the Indo-Pak War broke out in 1965. As a young and promising fighter pilot, he was deployed at Sargodha where he performed operational duties with great zeal. After the War, he was posted to No 15 Sqn where he served for three long years. FIS (Flying Instructors' School) became his next stop from where he graduated with flying colours and served the Academy for a year as instructor. Later during his tour of duties, he joined the elite No 18 Sqn, from where he fought the 1971 War and rose to fame.

Participation in War: As the War clouds hovered over the Sub-Continent in Nov 1971, Maqsood's sqn under the command of Wg Cdr Bukhari was stationed at Sargodha. Equipped with F-86Es, the sqn lived up to its daunting reputation and played a decisive role by providing close support to Pak Army in Shakargarh salient. Young Maqsood was also a proud member of the strike team that delivered the spectacular attack on an explosives dump at Akhnur. From Samba to Sulemanki, the sqn pilots attacked numerous Indian targets with exemplary skill and courage. Maqsood remained in the forefront of all these gallant acts. At the end of the War, the sqn was honoured with four kills, one being credited to brilliant Maqsood.



Flt Cdt Maqsood (standing 1st from right in last row) along with his course mates of 38 GD (P) at Risalpur



Flt Lt Maqsood downs a Mig -21 during 1971 War

Brief Description of Gallantry: From 4 Dec 1971 to the closing days of the War, Maqsood did not get a chance to encounter enemy aircraft in air combat. Every day he took up to skies with a hope to catch real action someday. His wish finally came true on the last day of the War. He grabbed the opportunity and his name entered the annals of PAF history for the future generations to cherish.

On 17 Dec 1971, two Sabres led by Flt Lt Maqsood Amir took off from Sargodha. The mission was a routine patrol mission over battle area. The Dec haze had not cleared up even by afternoon, so Maqsood asked the radar for a loiter height of 5000 feet instead of the usual 1000 feet, for better visibility. With the wing man Flt Lt Taloot Mirza in tow, the formation orbited over Pasrur, where the two armies were engaged in fierce fight to capture some territory towards the closing days of the War. Soon PAF radar controller cautioned Maqsood about an intruding pair of Indian MiG-21's scrambled from Amritsar. Sneaking in at low level, the MiG's were out of PAF radar cover but their VHF communication had alerted the vigilant Pakistani controller. Carefully monitoring the radio calls of 'rats' (code word for Mig-21'), the controller instructed Maqsood to fly at combat speed and look out for the intruders. Within no time, Maqsood saw two delta wings and their sleek, long fuselages in typical desert camouflage. Without wasting any time, the leader of the enemy formation dived down at high speed and opened fire on Sabres. Maqsood immediately broke into MiG's with maximum rate of turn and avoided the first volley of fire. Maqsood had realised by now that he was up against stiff resistance. The desperate MiG-21 leader attempted to get behind Maqsood but failed. In pure frustration, he fired his K-13 sidewinder missile at Maqsood. A missile launch would have required Maqsood to go for maddening 'break', leaving little energy for a fight back. Fortuitously, the hard turn had sufficed all the same; it not only defeated the early generation missile but also cramped the attacker for space. Now this was Maqsood's turn to reply. He picked up the barrel roll from his repertoire, which turned the tables on the attackers. As expected, the two MiGs zipped past Maqsood offering him an excellent opportunity to take them with his guns. He did not let go off the opportunity; he placed his gun sight over the target, and started firing. Soon the bullets fired from six 0.5" Browning guns landed behind the canopy of leader and after a few seconds, the aircraft started to trail thick black smoke. The leader, Flt Lt Tejwant Singh had no other option but to eject and his aircraft dived into the ground in a big ball of fire. No 2 Taloot Mirza tried to chase the other MiG-21 but it escaped. Flt Lt Tejwant Singh was later captured by Pak Army troops and was taken as POW. The dogfight between supersonic MiG-21 and the relatively slow and much older Sabre turned out to be the last encounter of the 1971 War in which PAF emerged victorious.

Citation of Gallantry Award: "Flt Lt Maqsood Amir was detailed to carry out a close support mission in an F-86 aircraft on 17 Dec 1971. During the mission, his formation was engaged by four MiG-21s. Although the F-86 was in a vulnerable position, Flt Lt Maqsood took aggressive evasive action and swiftly manoeuvred to gain offensive on the enemy. In the ensuing combat, he handled his aircraft against a much superior adversary in a professional and skilful manner and shot down one of the MiG-21s. The sequence of shooting recorded by his aircraft camera film

reflects a very high professional standard. For his courage and high professional skills, he has been awarded TJ."

Later Career: After the War, veteran Maqsood Amir became the Flt Cdr of No 25 sqn and served for two years. On completion of tenure, he went on deputation to Abu Dhabi Air Force where he served for three years. On return, he served the elite No 14 Sqn as Flt Cdr for a year. Interestingly, in 1978 he managed to transform the skills and energies of a fighter pilot into a purely academic domain. He joined College of Aeronautical Engineering (CAE), along with G-14 Course, and earned BE (Aerospace) Engineering degree from NED University of Engineering & Technology Karachi in 1981. He spent last years of his eventful career on deputation with Civil Aviation Authority, from where he went on retirement in the rank of Gp Capt.

Family Details: Maqsood married Shaheen Siddiqui. The couple is blessed with two sons. Asad Amir and Omar Amir. The family is presently settled abroad.

Wg Cdr Javed Latif, TJ, SBt



Name:	Javed Latif
Pak No:	4702
Father's Name:	M A Latif
Date of Birth:	25 Dec 1947
Place of Birth:	Sialkot
GD (P) Course:	42 GD (P)
Date of Commission:	2 Jul 1966
Date of Retirement:	30 Apr 1982
Gallantry Award:	TJ

Early Life/Career: Sialkot born Javed Latif was the son of a well-reputed officer of PWR (Pakistan Western Railways). Studious Javed passed matriculation Examination from St Andrew's High School Lahore in first division and later joined PAF in 1964. After spending two eventful years at PAF Academy Risalpur, Javed earned his wings on 2 Jul 1966. Achieving outstanding results in Jet Conversion Course at Mauripur, young Javed joined the elite No 14 Sqn as an operational fighter pilot in 1968.

Immediately after the 1965 Indo-Pak War, USA had placed an embargo on the supply of weapons to both countries. However, the PAF fleet needed an update of its inventory on War footing. After carrying out long and careful deliberations, Pakistani defence planners selected the F-6 aircraft as an addition to its inventory. The induction of Chinese F-6 (nickname Farmer) commenced on 30 Dec 1965. Javed was among the lucky few, who got converted on the new weapon system. He mastered this twin-engine pack of roaring power in a considerably short time and later proved his mettle during armament competition held in 1967. After having short stint of a year in No 25 Sqn, he was selected for deputation to Syria in Aug 1971. He had hardly spent a few months abroad when the tensions between two arch-rivals started to grow necessitating his immediate return to Pakistan. Thrilled with the idea of catching some action in the impending War, resolute Javed got deployed to No 23 Sqn, which was equipped with F-6 aircraft. The sqn at that time was dispersed to its wartime location at Risalewala (near Faisalabad) under the command of its legendary Sqn Cdr, Sqn Ldr SM Hashmi. The sqn was



Flt Cdt Javed Latif (4th from left-1st row) along with his course mates of 42 GD(P) course at Risalpur



Flt Lt Javed Latif downs an IAF SU-7 during 1971 War

tasked with aerial defence of the Northern sector of Pakistan and its pilots truly proved equal to the task. Hand-full of resolute fighter pilots at Risalewala, showed great courage during the 13 day War with India, flew a total of 307 missions and destroyed two IAF SU-7 aircraft, one being succumbed to Javed Latif's brilliance.

Brief Description of Gallantry: The War was few hours old on the morning of 4 Dec when Flt Lt Javed Latif and Flg Off Raffat Munir were on an ADA (Air Defence Alert) in their underground bunkers at Risalewala. Since early morning, the promising duo was keeping its fingers crossed with a hope to catch some action. Their prayers were answered at 0920 hrs, when the hooter at ADA hut rang and they scrambled to intercept an incoming IAF raid. Within seconds, they leaped into the cockpits of their fighters and started to strap-in. As Javed punched the ignition to start the two powerful F-6 engines, to his utter surprise he saw four IAF SU-7 aircraft pulling up for an attack on the Base. Undaunted by the threat of the attack he continued to start his engines. Suddenly one of the attackers fired a missile, which got a direct hit on his aircraft pen. Luckily, he and his aircraft remained unhurt. Under the circumstances, he was fully justified to abandon his aircraft and take cover; however, he disregarded his personal safety and pressed on with the start-up procedure. As the enemy aircraft exited after the attack, he immediately took off with his No 2, Flg Off Raffat Munir. He punched his after-burners and dashed at high speed, chasing the fleeing enemy aircraft. Soon he picked up contact with the trailing SU-7 and turned sharply behind his tail to



Flg Off Javed Latif (2nd from left-1st row standing) along with pilots of Flg Wg at Sargodha

adjust for a kill. The intruder being low on fuel was trying to egress at high speed. The moment he realised a young Pakistani on his tail, he manoeuvred his aircraft instantly. He tried all his tricks to shake off determined Javed from his tail but failed. Moments later Javed got a chance for an attack; he pressed the trigger of his formidable guns unleashing a barrage of cannons on the SU-7. It was a direct hit. The ill-fated aircraft spewed thick black smoke and fell out of the skies. Javed had successfully opened his account of the War that too by shooting down a superior aircraft than his own. The valiant duo landed back safely at Risalewala and soon found them amidst jubilant ground crew chanting 'Pakistan Zindabad'.

Citation of Gallantry Award: "During the War, Flt Lt Javed Latif flew twenty operational missions in Air Defence role and displayed professional excellence, cool courage, and aggressive spirit of a very high order. Throughout the war, he remained undeterred by hazards posed to his personal safety and undertook tasks assigned to him even though their execution was fraught with many risks. On 4 Dec 1971 at 0920 hours, he was ordered to scramble for combat air patrol. When he was still in the process of starting up his aircraft, two enemy SU-7s attacked the airfield. His aircraft pen received a direct rocket hit but luckily, no damage was caused to his aircraft. Under the circumstances, he was fully justified to abandon his aircraft and take cover but he decided to continue his mission and successfully destroyed one enemy SU-7 aircraft, which had attacked the airfield ten minutes earlier. For his professional excellence, cool courage and a high degree of aggressive spirit when in contact with the enemy, Flt Lt Javed Latif has been awarded TJ."

Later Career: After the War, Javed Latif returned to Syria on deputation and served there until 1974. He was among the group of 8 resilient PAF fighter pilots who did wonders during Arab Israel War in 1974. Their heroics not only brought laurels to PAF but also to entire Pakistani nation. On return, he did the FIS course and later served at No 11 Sqn. After two years, he joined the esteemed CCS (Combat Commanders' School) as instructor and was later honoured with its prestigious command. His eventful career with PAF ended in 1982 when he retired as a Wg Cdr.

Family Details: Wg Cdr Javaid Latif married Atifa Khalidi. The couple is blessed with a son and a daughter, Bassam Latif born on 14 Nov 1975 and Leelaas Latif born on 8 May 1978.

After retirement from PAF, Javed joined Qatar Emiri Air Force at Doha and served as a flying instructor for years. At present, he is settled in Qatar leading a happy, content life with his family.

Flt Lt Abdul Karim Bhatti, TJ



Name:	Abdul Karim Bhatti
Pak No:	4341
Father's Name:	Haji Muhammad Din
Date of Birth:	4 Oct 1941
Place of Birth:	Jandiala Sher Khan
GD (P) Course:	34th GD (P)
Date of Commission:	20 Jan 1963
Date of Demise:	26 Jan 1972
Gallantry Award:	TJ

Early Life/Career: Born in a remote village of Sheikupura, Karim was the only son of the four children of Haji Muhammad Din. The family owned vast agriculture lands in Jandiala Sher Khan where young Karim spent his early days. He acquired primary education from Govt High School Sheikhupura. In 1957, Abdul Karim joined PAF Public School Lower Topa Murree from where he passed his matric exam in 1960. Same year he joined 34 GD (P) at PAF Academy Risalpur and earned his wings in 1963. After graduation, he joined No 2 Sqn at Mauripur for jet conversion course on F-86 aircraft.

On completion of training at Mauripur, he was lucky to get his first posting to No 5 Sqn at Sargodha when legendary Sarfraz Rafiqui commanded the unit. With his courageous Sqn Cdr, the young Flg Off participated in the 1965 War. Although he did not get the opportunity of flying strike missions, he carried out large number of air defence missions during the War. The training he acquired from the likes of Rafiqui and Younus in the sqn went a long way in his career and he later proved his worth in the 1971 War. In between the two Wars, he did the FIS course at Risalpur and later spent a year imparting flying training to young flight cadets of Academy.

Participation in 1971 war: In 1971, Karim joined the elite No 17 Sqn under the command of Wg Cdr Mujtaba Qureshi. The Sqn at that time was equipped with F-86 aircraft and was stationed at newly established PAF Base Rafiqui. The Sqn was tasked with air defence, counter air strike and close support missions in

Lahore-Kasur-Hussainwala sector. Karim who by now had matured into a fine professional, participated in large number of operational missions with devotion and produced considerable results as well. The Sqn flew 337 sorties during the War, which included 272 operational missions. One of his comrade, Flt Lt Nayer Iqbal sustained fatal injuries when his aircraft engine flamed out during one of the operational missions on 4 Dec 1971. This did not lower his morale and he continued to pounce on the enemy whenever he got an opportunity.



Flt Cdt Bhatti (3rd from left-standing 1st row) along with his course mates of 34 GD(P) course at Risalpur

By 5 Dec 1971, the War was ragging with full fury. Pak Army with the support of PAF achieved considerable breakthrough in various sectors of Punjab. By far the most significant action occurred in the area of 105 Brigade led by Brigadier Ameer Hamza where an imaginative and courageous assault on Sulemanki succeeded magnificently. It was a famous battle of 1971 War as the brigade commander earned HJ for his feats and one of his brave officers Major Shabbir Sharif earned the highest gallantry award, NH. The enemy defences were extremely strong and their neutralization involved hand-to-hand combat extending to several days. During this period enemy tried many a times to recover the lost territory but failed. PAF also played a major role in these operations and No 17 Sqn from Rafiqui carried out some 50 sorties in support of Pak Army. Flt Lt Karim Bhatti was among the leading fighter pilots of the Sqn who participated in these operations. He along with other pilots attacked and destroyed Indian bunkers, troop concentrations, and enemy's lines of communication thus paving way for Pak Army to continue with the thrust.

Brief Description of Gallantry: The glorious day for Karim came on the morning of 7 Dec 1971. He was scheduled to fly a close support mission, along with his Sqn

Cdr, in the much sought after Sulemanki-Fazilka sector. The two-ship formation took off from Rafiqui in the early hours of the morning and headed for the battle area. The sky was clear and the visibility was good. The two aircraft approached the area at high level and soon descended to lower level for delivering the first attack. As he pulled up after delivering lethal blow on enemy bunkers, he spotted two intruding Indian Hunters in close vicinity. His eyes lit up with excitement and informing his leader about the intruders, he dived after one of them. As Karim manoeuvred his jet for the air combat, the Indian pilot soon realised that he was up against a determined pilot. Instead of engaging in a dogfight, the IAF pilot disengaged and cruised back to Indian airspace. Realizing that the enemy was fleeing, he punched his tanks and chased him with high speed. In the hot pursuit, he went 15 miles inside enemy territory but never lost sight of the enemy. During the process, he lost contact with his leader, however this did not deter his morale, and he continued with the chase. Employing superior skills, he soon got a chance to get behind the Hunter and wasting no time opened fire. The bullets landed in the fuselage of the enemy aircraft and it blew up into several pieces. Karim got the first kill of his career; with electrifying feelings. Realising that he was low on fuel, he decided to return and landed back safely at Rafiqui.

Citation of Gallantry Award: "On 7 Dec 1971, Flt Lt Abdul Karim Bhatti sighted two Hunters during a close support mission. On leader's instructions, he engaged one of the Hunters, pursued it for about 15 miles over enemy territory and finally shot it down. In the process, he lost contact with his leader. Flt Lt Bhatti, alone and without any cover, pursued the attack, disregarding his personal safety and achieved a kill. For his devotion to duty and courageous performance, he has been awarded TJ."

The Sad Demise: After the War, Flt Lt Abdul Karim Bhatti continued to serve at No 17 Sqn until he died in a tragic road accident on 26 Jan 1972. He has left behind a widow, Mrs Shamim Bhatti, who is presently residing in Gujranwala.

Flt Lt Taloot Mirza, TJ



Name:	Flt Lt Taloot Mirza
Pak No:	5140
Father's Name:	Mirza Muhammad Amin
Date of Birth:	1 Sep 1949
Place of Birth:	Jhelum
GD (P) Course:	46 GD (P)
Date of Commission:	30 Jun 1968
Date of Demise/Burial:	18 Sep 1977/H-8 graveyard Islamabad
Gallantry Award:	TJ

Early Life/Career: Tall and handsome Taloot Mirza was born in the respectable family of Mirza Muhammad Amin, a reputable officer of the Survey of Pakistan.



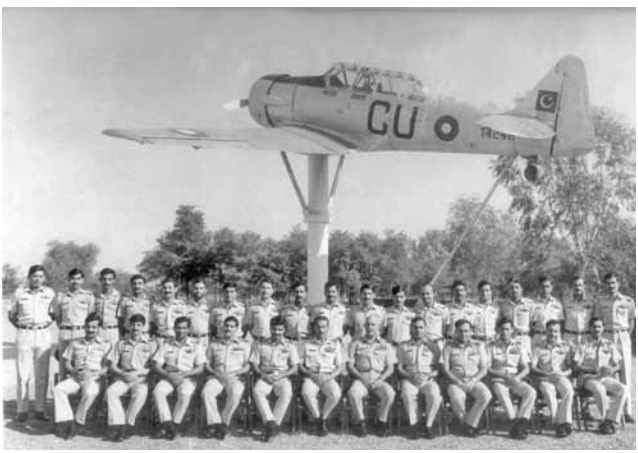
The family belonged to Domeli, Jhelum. Taloot Mirza received early education from Jhelum before joining PAF School Lowertopa (Murree) in 1964. During two eventful years of training at lush green Murree hills, he excelled in all disciplines. He was an outstanding sportsman and athlete. Young Taloot Mirza joined PAF Academy Risalpur in Aug 1966. His winning streak continued in Academy as well. Taloot earned his wings in Jun 1968 and later did fighter conversion from No 2 Sqn at Mauripur. Elite No 18 sqn was the first stop in his short but eventful career, where he matured into a fine officer and promising fighter pilot.

Brief Description of Gallantry: The clouds of War started to gather in the last week of Nov 1971. The low-level conflicts between IAF and PAF had already started in East Pakistan. PAF leadership while taking good account of the overall situation ordered its units to prepare for the impending War. Under immediate orders of AHQ, the units got deployed to their wartime locations. It was in this background that Flg Off Taloot Mirza started his wartime duties with 18 No Sqn deployed at an FOB, equipped with Sabre F-86Es. Other than flying the routine CAP missions, the sqn was tasked to provide close support missions especially in Shakargarh salient. It also flew several interdiction missions in the Kashmir valley;

one such mission was the spectacular attack on an explosives dump at Akhnur. From Samba to Sulemanki, Taloot Mirza along with other unwavering pilots of the sqn participated in the attack missions with exemplary skill and courage.



Flt Cdt Taloot Mirza being introduced to Air Mshl Asghar Khan during the passing out parade at PAF Academy Risalpur



Flt Lt Taloot Mirza (sitting 2nd from left) along with instructor pilots of PAF Academy Risalpur

It was the momentous morning of 10 Dec 1971, when Taloot Mirza was scheduled to fly a close support mission along with Wg Cdr Moin Rabb. The mission was to strike the advancing Indian Army at Jaurian sector where the stiff battle between the two armies was raging in the Jaurian since long. After getting the mission brief from the leader, Taloot Mirza climbed the cockpit of his veteran Sabre. Piercing through the deep blue skies of Northern Punjab, the courageous

duo dashed towards Jaurian. The weather was fine and the visibility was good. Arriving at the battle area with supersonic speed the leader pulled up for the first attack. Soon the lethal guns of the leader scored direct hit on advancing Indian tanks. Now it was the turn of young Taloot Mirza to train his guns. He dived like a falcon and unleashed a barrage of his lethal guns on a column of advancing tanks. As they pulled up, Taloot saw six IAF SU-7s approaching towards them at supersonic speed. He immediately informed the leader about the impending danger. The leader asked him to jettison the drop tanks and prepare for the aerial combat. Undaunted by the presence of far more manoeuvrable and superior SU-7 aircraft, the daring pair entered into a classic dogfight. Though the gallant PAF warriors were hugely out-numbered however, the superior tactics employed by the duo soon gave them an edge. Leader got behind one of the SU-7 and fired a volley of cannons. Moments later, it burst into flames and fell out of the skies. Taloot Mirza by now was pursuing the other SU-7. The IAF pilot offered a tough fight but failed to match the extra ordinary skills of gallant PAF pilot. As he gained advantage over the enemy, he fired a barrage of the cannons from his six 0.5" Browning guns which scored a direct hit. Flt Lt SK Chibber, the pilot of the ill-fated aircraft, tried to eject from his burning aircraft but failed and died during action. Remaining SU-7s felt threatened and had no other option but to escape.

Citation of Gallantry Award: "Flt Lt Taloot Mirza flew a total of fifteen operational missions and was engaged in aerial combat thrice. He demonstrated a high degree of cool courage in both ground attack and aerial combat. On 10 Dec 1971, when on a close support mission, his formation of two aircraft was engaged by six enemy SU-7 aircraft. Flt Lt Taloot accepted the challenge coolly and successfully destroyed one SU-7 in the face of heavy odds. For his courage and dedication to service he has been awarded TJ."



Later Career: After the war, Taloot Mirza did Flying Instructors Course at Risalpur and later imparted flying training to young eaglets of PAF. In 1976, he was selected for conversion on French Mirage aircraft. After requisite training on the new weapon system, Taloot Mirza joined the prestigious No 5 Sqn as an operational fighter pilot. After spending two happening years in the sqn, Taloot went to Libya on deputation as instructor pilot in 1977. He had hardly spent a few months at Libya when a tragic accident ended the life of this promising fighter pilot of PAF.

Tragic Demise: On the morning of tragic 19 Sep 1977, Taloot Mirza took off along with a student pilot for a routine training mission. While flying over the Libyan coastal town of Dharna, in a hazy weather, his aircraft developed serious problems. First he tried to control the aircraft but later decided to eject. However, his ejection was unsuccessful and the great fighter pilot, promising young officer died with his boots on, keeping up the highest traditions of PAF. Libyan Air Force honoured the

gallant son of Pakistan by providing a special aircraft to bring home the dead body of the Shaheed. On arrival, he was given a befitting service funeral and was laid to rest with full military honours at H-8 graveyard Islamabad. In recognition of his great services, Govt of Libya had also named a school after Taloot Mirza at Tabruk.

Family Details: Taloot Mirza had four brothers and five sisters. One of his brothers, Anis Mirza joined PAF and later retired as an Air Cdre.

Taloot Mirza married Ms Kaukab, daughter of Air Mshl Abdul Hafeez Rana (Retd) on 10 Nov 1974. The couple was blessed with an adorable son Hashar on 7 Mar 1976. Hashar was hardly a year old when his beloved father passed away. After the tragic demise of her husband, Mrs KaukabTaloot showed a strong character. She took up the challenge of raising her son and left no stone unturned in making him a respectable citizen of the society. Her years of hard work has finally paid off. Hashar is now a well groomed, foreign qualified young man who is presently pursuing his career as an executive with Hongkong Shangai Bank at Islamabad. She herself attained many academic qualifications after the death of her



Newly wed couple along with family members

husband, which included B Sc in International Relations from Karachi University, LLB from City College Lahore and Degree in Interior Decoration from School of Décor Karachi.



Mrs. Taloot Mirza



Mr Hashar Mirza

Hon Flt Lt (Wrt Off) Asghar Ali, TJ



Name:	Asghar Ali
Pak No:	57334
Father's Name:	Akbar Ali
Date of Birth:	30 Nov 1931
Place of Birth:	Gujrat
Trade:	GSO
Date of Enrolment:	25 May 1951
Date of Retirement:	24 May 1981
Date of Demise/Burial:	8 Sep 2006/Lahore Cantt
Gallantry Award:	TJ

Early Life/Career: Gujrat born Asghar was a courageous young boy since early days. He was the eldest son of Mr Akbar Ali, a school teacher by profession who had devoted his entire life imparting education to young children of the community and retired as headmaster. After receiving primary education at his father's school, young Asghar joined PAF in 1951.



Brief Description of Gallantry: With the escalation of tensions between India and Pakistan in the mid of 1971, PAF was put on high alert and all its resources were dispersed to FOBs. In this backdrop, Snr Tech Asghar got deployed to Bahawalnagar with a Mobile Observer Unit. His assignment was to scan the skies and report any enemy aircraft intruding from the east, to the concerned authorities. Being the incharge of his unit, Asghar established his observation post on top of a water tank near Bahawalnagar railway station, overlooking Indian border. He, along with his under command airmen, performed the observation duties with full dedication until the ceasefire.

On 8 Dec 1971, Asghar observed a low flying IAF Mystere heading towards his observation post. By the time he took defensive measure, the aircraft opened fire. Undaunted, he grabbed his G-3 and opened fire on the incoming jet. The aircraft strafed his position and pulled up: however, he remained unhurt. The

aircraft now came in for the a second attack. Asghar got ready to face the ordeal and in the meanwhile ordered his under command airmen, to open fire as well. As the aircraft approached at low level, the courageous airmen kept on firing without taking any shelter. This time they were lucky. The amazingly precise and accurate fire got the aircraft and it got a direct hit. Consequently, the Mystere while emitting thick black smoke nose dived into ground, a couple of miles away from his check post. Chanting Allah - o- Akbar at the top of his voice, jubilant Asghar ordered Cpl Tech Ghazanfar to follow the smoke spewing jet towards its crash site. Minutes later, the remarkable episode was reported to PAF authorities. A team from AHQ searched the area next day and located the wreckage of the ill-fated Indian plane, confirming the kill. The news of shooting down of an Indian jet by the courageous PAF men, spread like a jungle fire in the entire rank and file of the PAF. It not only increased the morale of the PAF personnel many folds but was also a source of great embracement for the enemy.

Citation of Gallantry Award: "Snr Tech Asghar Ali was deployed with No 321 Wing near Bahawalnagar during the 1971 War. On 8 Dec 1971, he while deployed near Bahawalnagar railway station shot down an Indian Mystere aircraft with his G-3 rifle. For this act of bravery Snr Tech Asghar Ali is awarded with TJ."

Career until Retirement: Asghar was a courageous man with a humble personality. He never glorified himself and his heroics and was a man of few words. He always believed in hard work and felt pride in uniform.

Family Details: Asghar married Ghulam Fatima. The couple is blessed with a daughter Faiza Batool, who is a graduate of Garrison College Lahore. She has been happily married and presently residing at Lahore with her two adorable children. Asghar's younger brother Safdar Sagheer is a retired Sqn Ldr of the PAF.



Wrt Off Abdul Haque, TJ



Name:	Abdul Haque
Pak No:	53304
Father's Name:	Niazuddin
Date of Birth:	6 Sep 1925
Place of Birth:	Jalandhar, India
Trade:	Air Frame Fitter
Date of Enrolment:	2 May 1949
Date of Retirement:	1 May 1974
Date of Demise:	1983
Gallantry Award:	TJ

Early Life/Career: Born in the traditional family of Jalandhar, Abdul Haque's father passed away when he was still in his teens. Displaying immense courage and dedication, his mother took over the responsibilities of the entire family and made all out efforts in raising her young children. Abdul Haque acquired early education from Bahawalpur and later shifted to Lahore for higher studies. While staying at Lahore, Abdul Haque got captivated by the men in blue and decided to join the PAF. He went through the preliminaries with great ease and later joined Recruit Training School at Kohat in 1948. He was among the pioneering group of RPAF airmen who played a key role in its development. Being a promising technician, he formulated and devised procedures for aircraft maintenance at the flight lines.

During his long and illustrious service spanning decades, he witnessed the induction of a variety of aircraft into the fleet of PAF. After spending eventful years at various PAF Bases he was given the well deserved promotion to the rank of Warrant Officer in 1970. During the 1971 War, Wrt Off Abdul Haque was posted at PAF Base Masroor.

Brief Description of Gallantry: In the wake of fast deteriorating Pak India relations in mid-1971, PAF was already put on high alert. With the outbreak of War in Dec, Abdul Haque was sent to serve at an FOB. He being the WO i/c of Flt

Lines, performed his duties diligently and remained instrumental in keeping the PAF jets up and running.

On 4 Dec 1971, the FOB was attacked by IAF fighters. It came as a complete surprise. While the IAF jets were pounding the entire area, Abdul Haque was worried about the safety of his equipment and aircraft. As the enemy aircraft pulled up after first attack, he saw the camouflage net of an F-86 pen on fire. He realised that he had to do something immediately before the attackers come in for another run. Without losing time in total disregard to his personal safety, Abdul Haque jumped out of his bunker and dashed towards the aircraft. By the time he jumped into a tow truck and raced toward the F-86, the attackers rolled in with all guns blazing. Impervious of the torrent of raining shells, he towed the Sabre to its safety.

Haque did not stop here. Soon he focused his attention towards the other valuable instruments that were on fire. Amidst heavy strafing, he picked up the fire extinguisher and fought the ferocious fire single-handedly. His gallant act continued until the fire was completely extinguished.

Citation of Gallantry Award: "Wrt Off Abdul Haque was deployed at an FOB during the War. On 4 Dec 1971, most of the pens where aircraft were parked got fire due to an enemy air raid. He, disregarding his personal safety showed extra ordinary courage and towed out an F-86 aircraft from a pen whose camouflage net had caught fire due to enemy air attack. For this act of bravery and commitment, he is awarded with TJ."

Family Details: Abdul Haq married Mubarak Bibi on 30 Sep 1951 in Bahawalpur and was blessed with four sons and two daughters. His sons, Azhar Hassan and Izhar ul Hassan were twins and were born on 16 Aug 1956. Imran Hassan was born on 24 Jan 1962 and Kamran Hassan on 12 Jul 1968. His daughters Farida Hassan and Shabila Azhar are happily married and settled with their families.

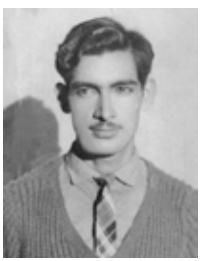
A tragic incident struck the family during devastating floods of 1971. His wife and young son were washed away in floods. The dead body of his wife was later found: however, his teenage son was not that fortunate. The tragic loss jolted Abdul Haque severely and he never recovered out of the great shock. He later died in 1983 at Karachi, after a prolonged illness.

Wrt Off M Ghazanfar, TJ

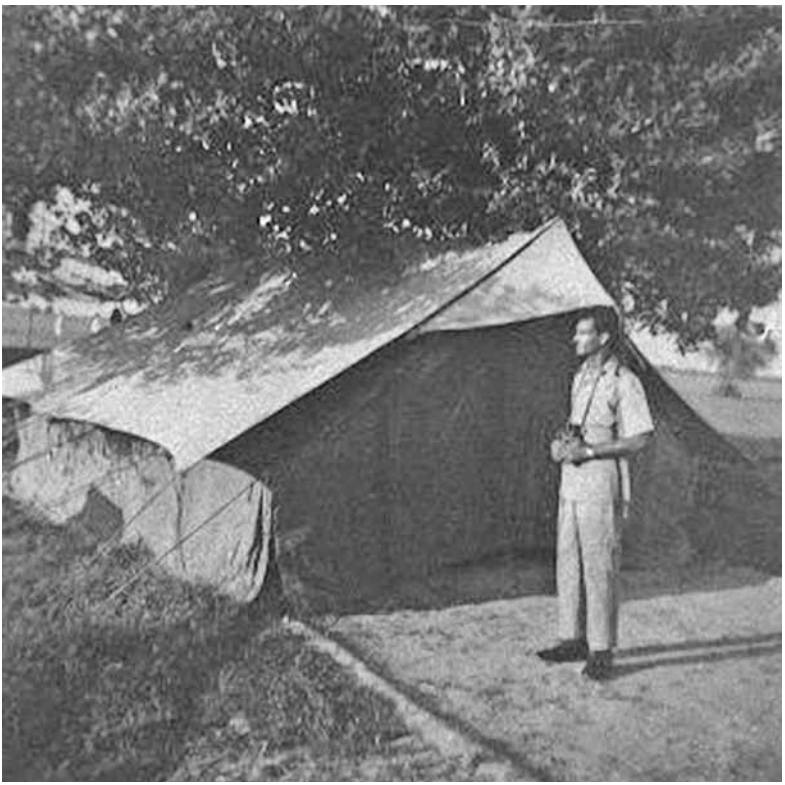


Name:	Muhammad Ghazanfar
Pak No:	76361
Father's Name:	M Hafeezullah Khan
Date of Birth:	5 Feb 1946
Place of Birth:	Jalandhar, India
Trade:	GSO
Date of Enrolment:	20 Nov 1965
Date of Retirement:	9 Dec 1978
Gallantry Award:	TJ

Early Life/Career: Jalandhar born Ghazanfar was the son of M Hafeezullah Khan, a teacher in the local Govt School. He had three brothers and five sisters. Even in those humble days before independence, his father raised his children with utmost care and dignity. Amidst chaos and bloodshed on the eve of independence, the family migrated to Pakistan and got settled near Gujrat. Ghazanfar studied in Pakistan Model School until class 7th and later did his matriculation from Islamia High School Gujrat. As a young boy, he followed the events of the 1965 War with great interest and got tremendous inspiration from the armed forces, especially from the men in blue. With a passion to serve the country with pride, he joined Airmen Training School at Kohat and got enrolled in PAF on 20 Nov 1965. After training, he was posted to PAF Station Lahore and served at No 214 Mobile Observer Wing. In his later career, he served at No 248 Sqn at Badin.



Participation in 1971 War: As the War was imminent in Nov 1971, he was serving No 243 Sqn stationed at Lahore. In Dec 1971, he was sent to Bahawalnagar along with a small detachment of four observers. They were tasked with the job of keeping a vigil in the sky, and to report the presence of any enemy aircraft intruding into Pakistan. They rose to the occasion and did the sacred job of safeguarding the aerial frontiers of Pakistan until the very last moment of the War.



Ghazanfar keeping the vigil in the skies during the 1971 war

As the unit arrived at Bahawalnagar, the NCO i/c chose a high water tank near the Bahawalnagar Railway Station, to establish their observation post. Settling down at the post, they were ready to face the enemy the very next day.

Brief Description of Gallantry: On 8 Dec 1971, Ghazanfar and his NCO i/c, Asghar Ali were on duty at the post. In the early hours of the Dec haze, they noticed an enemy Mystere aircraft flying low, approaching their post at high speed. By the time they realised the danger, the attacking jet delivered a lethal strafing blow. Luckily, it missed the target and went around for another attack. Undaunted, both the courageous men grabbed their G-3 rifles taking position. As the plane appeared for a second attack, Ghazanfar while chanting Allah - O- Akbar, pulled the trigger. He fired 18 shots with amazingly precise accuracy and consequently the plane got direct hit. Emitting thick black smoke, the ill-fated jet nose-dived and crashed couple of miles away from their post. Ghazanfar sprung out of his position and dashed towards smoke spewing jet. As he came down the post, he saw a motor cyclist crossing by. He asked him to accompany him and follow the enemy aircraft. He chased the burning plane as long as the terrain permitted their

two wheeler. Later he abandoned the chase and returned to his post. However, Ghazanfar was quite sure that they have achieved the "unbelievable." On return, they reported the episode to the Command Centre. The team from nearby Air Base came the next day and located the enemy aircraft in close vicinity, thus confirming the sure kill achieved by the gallant men of PAF.

Citation of Gallantry Award: "Cpl Tech Muhammad Ghazanfar was deployed with No 321 Wing near Bahawalnagar during the 1971 War. On 8 Dec 1971, he while deployed near Bahawalnagar Railway Station shot down an Indian Mystere aircraft with his G-3 rifle. For this act of bravery Cpl Tech Muhammad Ghazanfar is awarded with TJ."

Family Details: Ghazanfar married Sadia Khanum on 10 Sep 1972. They are blessed with three sons and three daughters. His eldest son Saad ullah Khan is engaged in private service whereas Ahfaz is a sub inspector in the Police. His youngest son Ibadullah Khan is a university student. All his daughters are married and settled in their homes.

After retirement, Ghazanfar went to Kuwait for earning his livelihood. On return, he established a departmental store at Faisalabad and ran it successfully for years. Wrt Off Ghazanfar is presently residing at Faisalabad, leading a happy and contented life with his children and grand children.



Wrt Off Sajjad Ali Shah, TJ



Name:	Sajjad Ali Shah
Pak No:	85960
Father's Name:	Sakhi Shah
Date of Birth:	24 Oct 1936
Place of Birth:	Dhok Wajjon, Taxila Rawalpindi
Trade:	Radar Fitter
Date of Enrolment:	6 Aug 1952
Date of Demise:	26 Aug 1978
Gallantry Award:	TJ

Early Life/Career: Sajjad Ali Shah was born to Syed Sakhi Shah in Dhok Wajjan on 24 Oct 1936. Sajjad was a hardworking boy who helped his family in cattle tending and daily chores. However, he wanted to acquire education and explore the world outside his suburban dwelling. In pursuit of his passion, he got enrolled in the local Govt High School and proved himself as a very studious and hardworking student. His mother often chided him for spending more time in school and not concentrating on the ancestral profession of farming and cattle herding; however, his resolve did not falter. After passing his 8th grade, Sajjad went to Attock and found petty jobs to finance his studies and lodging. After successfully passing matriculation, Sajjad got selected in RPAF and after training at Recruit Training School Kohat became an airman on 8 Aug 1952. With initial training over, he went to Korangi Creek Karachi and became a promising radar fitter of PAF. During his long tour of duty with PAF, he served with great pride and achieved enviable reputation an outstanding professional.



Brief Description of Gallantry: Snr Tech Sajjad, was deployed at an FOB during the 1971 War. He being the in-charge of the precious and vital radar installation located at the FOB, discharged his duties with utmost dedication. He was also a source of inspiration for the under command and always motivated them to do their best during those testing hours.

On 5 Dec 1971, IAF launched a massive air raid with raining shells and rockets all over the Base. The IAF jets strafed the Base at various locations, forcing its personnel to take shelter. Amidst chaos and heavy bombing, he stood his ground like a brave soldier. As the jets pulled up after delivering the lethal blow, Sajjad saw the FPS-20 radar on fire. Setting aside all the fears and personal safety, he jumped into action and dashed towards it. He quickly clutched a fire extinguisher and started battling the raging inferno. Within minutes, his relentless efforts bore fruit and the fire was extinguished. He, thus save a valuable PAF radar from total destruction. After receiving medical treatment, the brave airman was back on duty the next morning.



Snr Tech Sajjad (standing 1st from right – last row) along with other PAF airmen at Kohat

Citation of Gallantry Award: "During an enemy raid 5 Dec 1971 on an FOB, the FPS-20 radar was hit by rockets and guns. Instead of caring for his life, he first switched off the power supply to save it from further damage and then fought the fire with fire appliances. For his extra ordinary commitment to duty and courage Snr Tech Sajjad Ali Shah is awarded TJ."

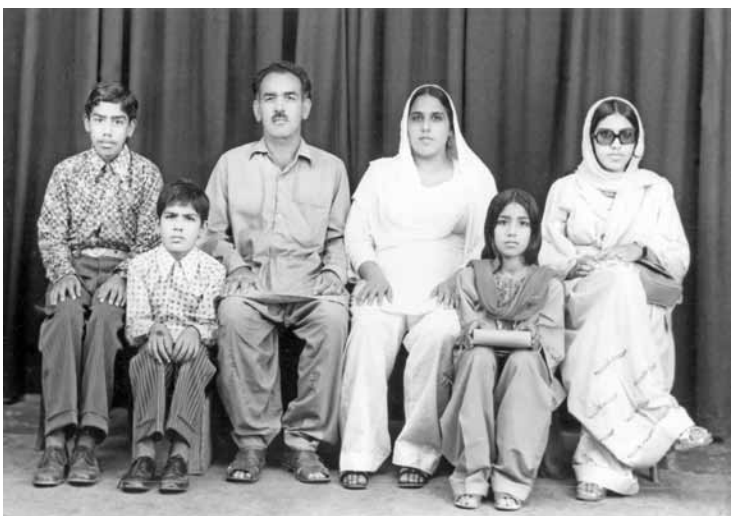
Career until Retirement: Sajjad had a very eventful career in PAF. Owing to his brilliant performance, he was once selected for an advanced course in USA in 1961 and again for UK in 1976. He was later promoted to the well-deserved rank of Wrt Off and was sent on a deputation to UAE. During his stay in UAE, he suffered a fatal heart attack and passed away on 26 Aug 1978. His body was flown back to Pakistan and he was buried with full military honours at his ancestral graveyard near Taxila.

Family Details: Sajjad married Batool Bibi on 28 Sep 1957. The couple was blessed with two sons and two daughters. Eldest Tasneem Sajjad, born on 01 Jan 1960 is married, residing in Wah Cantonment. Two of his sons Imran Haider and Adil



Snr Tech Sajjad (1st from right-sitting) along with his friends during a social gathering

Naqvi are airmen in PAF. His son Syed Jawad Hussain passed away in 1986. His youngest son Syed Riaz Hussain Shah born on 05 Jul 1966 runs a general store near his native town, Dhok Wajjan.



Sajjad's family

Cpl Tech Afzal Abbasi, TJ



Name:	Muhammad Afzal Abbasi
Pak No:	77286
Father's Name:	Kala Khan Abbasi
Date of Birth:	15 Jan 1945
Place of Birth:	Murree
Trade:	GC
Date of Enrolment:	3 Jan 1966
Date of Retirement:	2 Jan 1978
Gallantry Award:	TJ

Early Life/Career: Afzal was born in the Abbasi clan. His father, Kala Khan, was a forest officer. He was the fifth child in the family of seven children. Afzal grew up in the lush green mountain ranges of Murree. He received early education from Anglo Vernacular School at Angori. He later attended Govt College Kotli Satian and completed his matriculation in 1962. After school, Afzal went out to earn his livelihood and got employed as typist in GTS (Govt Transport Service) at Rawalpindi. During one of those days, he came across PAF selection Centre Rawalpindi and saw the smartly turned out PAF airmen in their attractive outfits. The awe inspiring sight of the men in blue stole his heart and he made up his mind to be a part of this elite service. Not surprisingly, the determined Afzal sailed through the initial entrance exams and was called for training at Kohat in 1966. After completing rigorous training period at Kohat, Afzal joined No 312 GC Wing at Malir, Karachi. During his four years stay at Malir, he did numerous courses, including the challenging Commando training, Advanced Intelligence, Weapons Instructor and Judo-Karate Courses.

In early 1971, he was sent to Dacca for carrying out security duties at the International Airport. He discharged his duties with full devotion during those turbulent days of insurgency and turmoil. He returned to Karachi in Aug 1971 and remained deployed with No 312 Wing. During the 1971 War, Afzal performed sensitive duties and was honoured with TJ after the ceasefire.

Citation of Gallantry Award: "Cpl Tech Muhammad Afzal performed a sensitive and dangerous duty during 1971 the War, with exemplary courage, devotion, and stead-fastness. He is therefore awarded with TJ."

Later Career: After the War, Afzal continued to serve his parent unit i.e No 312 Wing and carried out air guard duties on commercial flights. In 1975, he changed his trade and became electric fitter (aircraft technician). Upon completion of training from Korangi Creek, he joined No 9 Sqn and served at the flight lines as a devoted technician.

On 1 Jan 1978, his adventurous career with PAF ended and he retired as a Cpl Tech. After retirement, he was employed with the ERL (subsidiary of KRL). He worked in this prestigious organisation as security supervisor, under legendary Dr Qadeer Khan, the great nuclear scientist of Pakistan. In 1981, he went to Kuwait and served in their air force as aircraft technician. After serving Kuwait Air Force for six long years, he returned to Pakistan and decided to lead a peaceful retired life with his family.

Family Details: Afzal Abbasi married Shaheen Bibi on 22 Apr 1972 at Murree. They are blessed with two daughters and as many sons. Eldest Imran, born on 13 Aug 1973, joined PAF as an airmen and retired as Chief Technician. Adnan born on 29 Jan 1978, is a graduate and presently working in FPSC (Federal Public Service Commission) as Assistant Director. Faiza, born on 9 Mar 1981, is married and settled at UK. Youngist Shehrish, born on 9 Apr 1989, has recently completed her Masters in Psychology from Islamic University and is residing with her parents.

Chapter 7

The PAF's Shaheen of International Fame

Air Cdre Sattar Alvi SJ, SI (M)



Pak No:	4534
Full Name:	Abdus Sattar Alvi
Father's Name:	Maj (Retd) Muhammad Sharif Alvi
Place of Birth:	Julandhar-India
Date of Birth:	4 Nov 1944
GD(P) Course:	40 GD (P)
Date of Commission:	13 Jun 1965
Date of Retirement:	15 Mar 1998
Gallantry Awards:	SJ, Wisaam Faris, Wisaam Shuja'at

Early Life/Career: Born in a family of military traditions, Sattar was a young inquisitive, boy since early days. His father, an officer of Royal Indian Army, was a War veteran of WW II, who fought against Nazis at Iraq. His towering personality was a continuous source of inspiration for young Sattar. Amidst massive killing and bloodshed, the family migrated to Pakistan on the eve of 14 Aug 1947 and got settled in a small village near Gujranwala and later in Thal. In early days, Sattar remained on the move owing to frequent postings of his father and received primary education at various cantonments of the country. He did his matriculation from Government High School Banuu where his father was on posting for a while. After passing F Sc from famous Emerson College Multan, young Sattar tried his luck at PAF Information and Selection Centre, Lahore. Qualifying the ISSB with ease promising Sattar joined 40 GD (P) course at PAF Academy Risalpur in 1963. At the College of Flying Training, his was the second lucky course that received basic flying training on the newly inducted T-37 aircraft. After spending two exciting years at Academy, he earned his wings in 1965. As Plt Off Sattar landed in No 2 Sqn, Mauripur for fighter conversion, the Indo-Pak War broke out in Sep 1965. These were the most interesting times in the career of young Sattar. During the early phase of War, AHQ came up with an innovative idea of utilizing the batch of newly graduated young non-operational pilots at Mauripur. Sattar and five other pilots were selected as 'Mail Runners' during the War; flying a T-37 trainer aircraft, their job was to distribute top secret and urgent mail from one Base to another. Sattar flew such missions with devotion until the cease-fire in last week of Sept.

After the War, Sattar did the fighter conversion course on Sabres and got posted to elite No 17 Sqn, commanded by the Wg Cdr Azeem Daudpota. The veteran Sqn commander soon sniffed talent in promising Sattar and trained him to become the best. With the induction of F-6 aircraft in PAF, this was the time for Sattar to prove his mettle on the new weapon system. He joined the prestigious No 23 Sqn at Sargodha and was soon spotted by the Base authorities for performing solo aerobatics on F-6 aircraft. For the next two years, Sattar performed solo aerobatics on a number of ceremonial occasions during the visits of dignitaries. In 1970, Sattar was sent on deputation to Iraq to set up FLS (Fighter Leaders School) there on the pattern of PAF. He showed outstanding professionalism during his stay at Iraq and trained a large number of Iraqi pilots on SU-7 and Mig-21 aircraft. As he was busy with the grooming of Iraqi pilots, War broke out in Pakistan in Dec 1971. Sattar being a thrill seeker, insisted on returning to Pakistan and soon ended up with No 25 Sqn at Sargodha. He initially flew some ADA missions but immediately switched to quick reaction close support missions especially in Shakargarh area where the battle was raging with full fury. After the War, he went to Iraq and completed his tour of duty in 1973. On return, he was sent for FIS course at Risalpur but destiny had something else in store for him.

Brief Description of Gallantry: As the Ramadan War broke out between arch rivals Syria and Israel in Dec 1973, post-haste requests for volunteers found an eager band of sixteen PAF fighter pilots on their way to the Middle East. After a gruelling Peshawar-Karachi-Baghdad-H3 flight on a PAF Fokker and C-130, they were whisked off to Damascus by road in Syrian cars at night. Upon arrival, half the batch was told to stay back in Syria while the rest were earmarked for Egypt. By the time the PAF batch reached Cairo, Egypt had agreed to a cease-fire; it was, therefore, decided that they would continue as instructors. However, in Syria it was another story. The batch in Syria was made up of pilots who had already served there on deputation except him. Flt Lt Sattar Alvi was among the ones who stayed back at Syria. Now they were back in familiar surroundings as well as familiar aircraft, the venerable MiG-21. They were posted to No 67 Sqn, 'Alpha' Detachment (all PAF). Hasty checkouts were immediately followed by serious business of Air Defence Alert scrambles and Combat Air Patrols from the Air Base at Dumayr. Syria had not agreed to a ceasefire, since Israeli operations in Golan were continuing at a threatening pace. Israeli Air Force missions included interdiction under top cover, well supported by intense radio and radar jamming as the PAF pilots discovered. The PAF formation using the call-sign "Shahbaz" was formidable in size -- all of eight aircraft. Shahbaz soon came to stand out as one that couldn't be messed with, in part because of his innovative and bold tactics. Survival, however, was concern number one in a jammed-radio and radar



Sattar Alvi, the master of Migs

environment. As a precaution, the Pakistanis decided to switch to a mixture of Urdu and other languages for fear of being monitored in English. Suspicions were confirmed during one patrol, when healthy Punjabi invectives hurled on radio got them wondering if Mossad had recruited a few Khalsas for the job! After several months of sporadic activity, it seemed that hostilities were petering out. While the Shahbaz patrols over Lebanon and Syria had diminished in frequency, routine training sorties started to register a rise. Under these conditions it was a surprise when on the afternoon of 19 Apr 1974, the siren blasted from the air-shafts of the underground bunker. Backgammon boards were pushed aside and the "qehva" session was interrupted as Sattar Alvi with his seven pilots rushed to their MiGs; they were airborne within minutes. From Dumayr to Beirut, then along the Mediterranean coast till Sidon, and a final leg eastwards, skirting Damascus and back to Base -- this was the usual patrol, flown at high altitude. The limited fuel of their early model MiG-21 F-13 permitted just a 30 minutes sortie; this was almost over when ground radar blurted out on the radio that two bogeys (unidentified aircraft) were approaching from Israel. At this stage fuel was low and an engagement was the least preferred option. Presented with a fait accompli, the leader of the formation called defensive turn into the bogeys. Just then heavy radio and radar jamming started, sounding somewhat similar to the "tak katak" at our meat joints, only very shrill. While the formation was gathering itself after the turn, two Israeli F-4E Phantoms sped past almost head-on, seemingly unwilling to engage. Was it a bait? Thought Flt Lt Sattar Alvi. He as in the rear-most position of the formation and was still adjusting after the hard turn when he caught sight of two Mirage-III-CJ zooming into them from behind and below. With no way of warning the formation of the impending disaster, he instinctively decided to handle them alone. Peeling away from his formation, he turned hard into the Mirages so that one of them overshot. Against the other, he did a steep reversal dropping his speed literally to zero. (it takes some guts to let eight tons of metal hang up in unfriendly air!) The result was that within a few seconds the second Mirage filled his gun-sight, the Star of David and all. While Sattar was worried about having to concentrate for precious seconds in aiming and shooting, the lead Mirage started to turn around to get him. Thinking that help was at hand, the target Mirage decided to accelerate away. The quick-witted Sattar reckoned that a missile shot would be just right for the range his target had opened up to. A pip of a button later, a 13 heat-seeker sped off towards the tail of the escaping Mirage. Moments later the Israeli Mirage was history. He was tempted to watch the flaming metal rain down, but with the other Mirage lurking around and fuel down to a few hundred litres, he decided to exit. Diving down with careless abandon, he allowed a couple of sonic bangs over Damascus. His fuel tanks bone dry, Sattar made it to Dumayr on the vapours that remained. As the other formation members started to trickle in, the leader, Sqn Ldr Arif Manzoor anxiously called out for Sattar to check if he was safe. All had thought that Sattar, a bit of a maverick that he was, had landed himself in trouble. Shouts of joy went up on the radio, however, when they learnt that he had been busy shooting down a Mirage. The Syrians were overwhelmed when they learnt that the impunity and daring of the Pakistani pilots had paid off. Sattar's victim, Captain M Lutz of No 5 Air Wing

based at Hatzor, ejected out of his disintegrating aircraft. It has been learnt that the Mirages were on a reconnaissance (recce) mission, escorted by Phantoms of No 1 Air Wing operating out of Ramat David Air Base. The Phantoms were to trap any interceptors while the Mirages carried out the recce. Timely warning by the radar controller (also from the PAF) had turned the tables on the escorts, allowing Sattar to sort out the Mirages. The dogfight over Golan is testimony to the skills of all PAF pilots. Sattar and his leader Sqn Ldr Arif Manzoor, were awarded two of Syria's highest decorations for gallantry, the Wisaam Faris and Wisaam Shuja'at. The government of Pakistan awarded them a SJ each.

Citation of Gallantry Award: "Flt Lt Abdus Sattar was flying as No 8 in the formation of eight aircraft on an offensive CAP mission against Israeli Air Force on the afternoon of 19 Apr 1974. He sighted a pair of Mirages zooming up fast from behind the attack formation. Simultaneously the enemy jammed the radio so he could not warn the rest of formation, which continued ahead. He decided



Flt Lt Sattar Alvi shoots down Israeli Mirage during Arab Israel War (Dec 1973)

to single-handedly engage the enemy, thus preventing the attack on the main formation. In spite the advantage of surprise, position, speed and number held by enemy, he in a cool and calculating manner fought on. He capitalised on the first mistake, by the enemy and employing his superior skills shot one down. The other finding the situation getting dangerous, abandoned his attack and exited to safer areas. It was planned to be a great status symbol for Israeli Air Force to shoot down any PAF pilot. In spite of heavy odds Flt Lt Sattar accomplished a rare feat. For his personal skill and gallantry, in the face of overwhelming odds and in the best traditions of the PAF, Flt Lt Sattar is awarded with SJ"

Later Career: On return in 1975, Sattar Alvi served the PAF, remaining on various command and staff appointments including Flt Cdr No 11 and No 15 Sqns, OC No 11 Sqn, Deputy Director and Director Operations at AHQ, Officer Commanding No 34 Flying Wing, Officer Commanding Combat Commanders' School. He was appointed as Chief Project Director and supervised the smooth induction of

F-7P aircraft from China to Pakistan. While serving on such a vital assignment, he worked day in and day out and played a key role in making more than 135 modifications in F-7P aircraft as per the requirement of PAF. Leading from the front, he flew the new weapon system extensively both at China and Pakistan. After ensuring successful induction of new weapon system into the fleet of PAF, Sattar did Air War Course from USA in 1988. On return, he was rewarded with the prestigious command of PAF Base Rafiqui where he had already spent years. He did the NDC course at Rawalpindi and then served as Director Plans and Coord at JSHQ. His long and illustrious service with PAF ended in Mar 1998, when he was serving as Senior Pakistan Armed Forces Officer in the Ministry of Defence Saudi Arabia.

Family Details: Sattar married Tasneem Nayyer on 8 May 1976 at Quetta. They are blessed with two daughters and a son. Sarah, born on 24 Jun 1977, is happily married to an army officer. Asha, born on 1 Jan 1984, is married to a businessman and is settled at Islamabad. Youngest Shahbaz, born on 17 Jul 1985, is a graduate of Air University and presently working as telecom consultant in Islamabad. The two apples of his eyes are his grand children, Haider Ali and Zara.

Wg Cdr Saif-ul-Azam, SJ, SBt

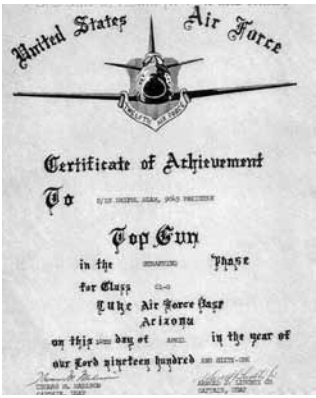


Name:	Saif-ul-Azam
Pak No:	4106
Father's Name:	Nur-ul-Azam
Date of Birth:	11 Sep 1941
Place of Birth:	Khagarbaria, Pabna East Pakistan
GD(P) Course:	30 GD (P)
Date of Commission:	15 Oct 1960
Date of Retirement:	1974
Gallantry Awards:	SJ, Wisam al-Istaqlal (Jordan), Nawt al-shuja'a (Iraq)

Introduction of the Legend: Saiful Azam has the unique distinction of having kills against the air forces of two different countries while serving under three different ones: Pakistan, Jordan and Iraq. To-date he remains the highest shooter of Israeli aircraft in history of dogfight. He is among one of those celebrated fighter pilots that PAF had ever produced. This is the story of the man who runs where others just walk, the fighter pilot who acts where others talk.

Early Life/Career: Azam was born in Khagarbaria Village, Pabna District, East Bengal in 1941. At the time of partition, his family moved east to an area that become part of predominately Muslim East Pakistan. In 1955, he went to West Pakistan and attended high school until 1958, when he entered the PAF School Sargodha. Flying came naturally to young Saif; by the time, he was completing his flying on tricky Harvard, his instructors already knew that the great fighter pilot was in the making. Graduating in 1960, he was commissioned as a pilot officer in the PAF. He was trained in the Cessna T-37 and then travelled to Luke AFB, Arizona, for an Advanced Fighter Course in the North American F-86 Sabre. During his stay there, he flew T-33 and F-86 Sabres and earned the honourable title of 'Top Gun' from USAF. On return, he got posted to elite No 14 Sqn as an operational fighter pilot. At the sqn, he was highly admired for his outstanding professionalism, soft nature, and dedication to service and urge to perform the best. After spending two eventful years at Sqn, he was posted to yet another prestigious sqn of PAF, the No 19 Sqn.

Participation in 1965 War: During the Sep 1965 India-Pak War, Azam was flying F-86 Sabres at No 17 Sqn from PAF Base Sargodha. On 19 Sep 1965, after successfully executing a ground attack strike, his four-ship formation led by Sqn Ldr Azeem Daudpota was "bounced" by IAF Gnats. In the ensuing fight, Azam shot down one of the two attackers, a Folland Gnat, and let the other aircraft go after sensing it had surrendered. The pilot of the Gnat, Flg Off V Mayadev, ejected safely to become a POW.


United States Air Force

Certificate of Achievement

To

Top Gun

in the Phase

for Class

Luke Air Force Base
Arizona

on this day of in the year of

our Lord nineteen hundred

Saif-ul-Azam's Top Gun Certificate



Saif ul Azam (left) along with fellow Jordanian Officer at Mafraq Air Base Jordan

Citation of Gallantry Award: "Flt Lt Saif-ul-Azam flew 12 ground-attack missions against the enemy in Sialkot, Wagha and Kasur Sector. In spite of heavy odds, he proved to be an extremely cool, calculating, and aggressive fighter pilot. His spotting of the enemy's dug-in and well-dispersed armour was most commendable and invariably resulted in success of missions. His own attacks were very well executed and were a source of inspiration for other members of the flights. On 19 Sep 1965, in spite of bad radio-communication and having been separated from his formation, his qualities of aggressiveness and alertness earned him an Indian Gnat Fighter. For his exceptional flying, courage, alertness, and devotion to duty, Flt Lt Saif-ul-Azam is awarded SJ".



Participation in Arab Israel War: In late 1966, he went on deputation to Royal Jordanian Air Force and flew the Hawker Hunter with No 1 Sqn. During the 1967 Israeli-Arab War, he again distinguished himself in the air. During an Israeli Air Force strike on Jordan's main Base at Mafraq. Azam scored one confirmed victory and sent another trailing smoke to the west. Two days later, on 7 Jun 1967, the Israelis struck H-3m an Air Base in western Iraq. Azam, this time flying an Iragi

Hunter, scored two victories. For his actions, he received Jordan's Wisam-al-Istaqlal and Iraq's Medal of Bravery, the Nawt-al-Shuja'a.

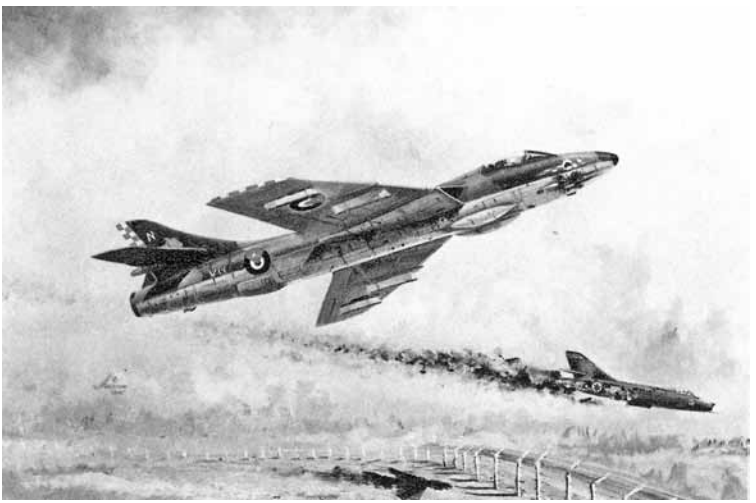
Heroic Deeds in Jordan: At about 0900 hrs, Saif rushed to a Hunter that had been readied for an air defence mission. He hurriedly strapped into the other aircraft



Flt Lt Saif-ul-Azam (3rd from right) along side all time PAF giants-Gp Capt FS Hussain (centre), Sqn Ldr MM Alam (2nd from right), Sqn Ldr Bill Latif (2nd from right)

and, along with his wing man Lt Ihsan Shurdom, stood on standby eagerly waiting for the siren to sound the 'scramble.' After half an hour of impatient waiting in the cockpit, Saif belatedly learnt that the Israeli Air Force had struck Egyptian airfields. Sitting helplessly on the ground waiting for orders was nerve racking and, all pilots squirmed in their cockpits to seek revenge. Mafraq was sure to be attacked, as everyone guessed, so it was some relief when two formations finally took off at 1150 hrs and headed west. Saif and his wingman Ihsan were the first to get airborne in the fervent melee, followed by four more Hunters. Air Traffic Control (ATC) announced the bad news that one of the Hunters flown by Major Feras had been strafed and had caught fire. The unfortunate pilot could not get out of the burning aircraft. After take off, Saif contacted the radar for further instructions. The radar controller announced a vector and the interceptors headed in the required direction. Soon, another vector was announced and the pair changed heading. It was not long before the controller declared that there were too many aircraft and it was difficult to make out who was who. Saif, was therefore, informed that he was at his own. Noting the controller's dilemma, Saif called out to his wingman to stay close. Visibility in the hot, dusty desert was barely a mile and there were no signs of enemy aircraft. Saif rechecked with the controller if there were any aircraft approaching Mafraq. His fears were confirmed when he received a reply in the affirmative. Turning around, Saif headed for the Base. About four miles short, he spotted four aircraft flying in battle formation at low level. Following them for a while, he watched with amazement as they

changed into echelon formation, getting ready for an attack. Realising his mistake in recognising the Israeli Mysteres, which looked similar to Hunters from a distance, Saif promptly manoeuvred behind the trailing attacker, the No 4 of the formation. As the aircraft was turning for the attack, Saif closed in and let off a volley of fire from the Hunter's four immensely powerful 30mm cannon. The Mystere caught fire and its pieces started to fly off; Saif had to pull up to avoid hitting the debris. Moments later, the aircraft crashed near the perimeter fence of the Base, with the pilot Capt Hanania Bula still inside the stricken aircraft. Looking around for other attackers that he had lost during the shooting, Saif noticed the smoke trail of two Mysteres charging off towards the west at full power. As Saif turned hard for them, Ihsan, called a bogey on the right. Saif directed Ihsan, who had tenaciously stuck around during the tight manoeuvring, to break off and go after the singleton while he went for the pair on the left.



Flt Lt Saif-ul-Azam downs an Israeli jet during Arab Israel War

Saif managed to get behind the trailing Mystere, which had started thrashing about to spoil his aim. During the frantic turn reversals, Saif fired four times but his bullets stayed off the mark. Desperate for a kill, Saif was at wits end when he noticed his quarry loosening the turn and straightening out for home. Closing in to about 600 feet, Saif squeezed the trigger for a fifth time. The Mystere started to trail smoke from its right wing as the Hunter's guns scored hits. The aircraft ducked down and, before Saif could confirm if it had been terminally despatched, he saw the leader of the enemy pair turning to attack him. Low on fuel and ammunition, Saif wisely decided to disengage and turned for Mafraq. Reckoning that Mafraq runway had been rendered unfit for use, Saif called all aircraft to hold north of the airfield while he checked the feasibility of landing there. Mafraq was struck badly

by Israeli's and was not available for landing, all the airborne aircraft diverted to Amman International Airport, which had not yet been visited by the Israelis. The pilots were lucky to have landed shortly before the Israeli Air Force struck the airport. Their aircraft, however, could not escape destruction as they were caught parked in the open. The pilots helplessly watched as Mysteres delivered attacks with a new type of rocket-boosted 'dibber' bomb, which penetrated deep into the runway surface and cratered it badly. After an eventful morning, the pilots gathered at the Operations Headquarters in Amman to exchange notes about the encounters that had taken place. Ihsan had claimed a Mystere while his leader was busy chasing the exiting pair. RJAF's sole fighter Sqn had put up a spirited fight, though the pilots felt dejected over the losses suffered. The worst blow was the destruction of 20 Hunters on the ground at Mafraq and Amman International Airport. Many of these were being serviced on the flight lines after their morning missions; invaluable expertise in the shape of many technicians was thus lost as well. Sadly, the small RJAF had been virtually wiped out.

An hour later, the pilots were surprised to have in their midst, King Hussein, who had come to cheer them up for their brave effort in Jordan's first major air War. In the gloomy situation that was prevailing, King Hussein was a paragon of fortitude and courage. Turning to Saif, he told him to get into his car, a privilege



Saif ul Azam downs an Israeli Mirage aircraft during Arab Israel War

that was extended only to the most honoured compatriots. They drove off to the main hospital to see PAF's Flt Lt Shad who was convalescing after an appendicitis complication. Later, the King, along with Saif, drove off to Mafraq, about 40 miles from Amman. King acknowledged the chivalry showed by Saif early in the morning and thanked him for the job well done. Shooting down two Israeli aircraft was by no means a mean achievement.

Feats in Iraq: After complete destruction of RJAF, King Hussein offered the services of his fighter pilots to Iraqi Air Force to participate in the War. Not surprisingly, the offer was welcomed and soon the convoy of resilient fighter pilot along with Saif-ul-Azam was on its way to H-3 Air Base of Iraq. The RJAF contingent reached the H-3 safe and sound. The Iraqi Air Force personnel were effusive in welcoming them. Soon the Base Commander also arrived and welcomed the pilots. He wasted no time and revealed a change in the plans. He



Sqn Ldr Saif-ul-Azam (3rd from right), Wg Cdr Nazir Latif (centre) along with fighter pilots of newly inducted Chinese F-6 aircraft



Sqn Ldr Saif-ul-Azam (2nd from right), Imtiaz Bhatti (2nd from left) along with other fighter pilots, in front of newly inducted F-6 aircraft at Sargodha

decided that in view of the vulnerability of H-3 as demonstrated in two previous raids, operations would be undertaken from Habbaniyah Air Base, about 50 miles west of Baghdad. H-3 was to be used as a staging Base. Habbaniyah Air Base, with the meandering Euphrates on one side and the picturesque Lake Habbaniyah on the other, had been host to three Hunter sqns, including a conversion unit. A nearby satellite airfield, commonly Known as 'Plateau; housed a TU-16 Bomber Sqn. Both Bases were under the command of Col Hamid Shaban. After setting course in the afternoon, the contingent reached Habbaniyah at 2100 hrs. A gentle nudge and a whispering voice woke up Saif early at dawn on the morning of 7 Jun. Looking around, he found the same Iraqi Lt who had met him the night before. The young officer conveyed the Base Commander's message that he needed four pilots for the first mission to take off shortly with Saif as the leader. Once at Base Headquarters, RJAF pilots were hurriedly introduced to the senior commanders and other officers. There was no time to be wasted. Intelligence information had indicated that a large formation of Israeli planes was expected to repeat a strike on H-3. Saif was therefore, to lead a four-ship formation to intercept the raiders. Saif immediately got down to brief the pilots. His formation consisted of Lt Ihsan Shurdom, his trusted wingmen of RJAF, along with Lt Samir Saleem and 2nd Lt Mohammad of Iraqi Air Force. It was truly international group, meeting for the first time over a cup of tea. Not knowing much about each other's experience and operation training standard, they were committed to be comrades-in- arms. They were ready to engage the enemy, a desire sustained by their common faith. While they were having late breakfast, they received a massage to take off immediately. Within minutes, the four ships Hunter formation was on its way to H-3. Climbing to 25,000 ft, the formation member maintained radio silence till the controller announced that a big formation was pulling up over H-3 for attack.

The Israeli formation consisted of six aircraft. A section of four Vautours of No 110 Sqn was led by the Deputy Sqn Cdr Maj Shlomo Keren in a two-seater, with Capt Alexander Meltzer as his navigator. The other member were Col Yehexkel Someh (Base Commander of Remat David Air Base), Capt Yatzhak Golan and Lt Avshalom Friedman in single seaters. Two Mirages of No 117 Sqn doubled as armed escorts, each carrying two bombs; Maj Ezra Dotan led the pair, with Capt Gideon Dror as wingman. The Hunters were five miles short of H-3 when Saif started diving down towards the airfield and called out for arming the guns. Soon, he spotted two Vautours approaching from west; As Saif manoeuvred to get behind the Vautours, Samir called out, "Two Mirages behind you." Looking back, Saif saw the pair about 4,000 feet behind, turning for them. In an instant, Saif decided to split his formation, with himself and Ihsan (No 2) going for the Mirage while Samir and Muhammad (No 3 & 4) went for the Vautours. Turning hard to the right, Saif cramped the Mirages for manoeuvring space, forcing them to pull up for a " yo-yo ". Reversing his turn, Saif noticed one of the Mirages still turning right, apparently having lost sight of the Hunters. Saif managed to turn inside the Mirage and started to catch up fast. At the extreme limits of range, the Mirage could not light its fuel-guzzling afterburner, or else it could have easily out- run the subsonic Hunter. In the event, the Mirage had to face the Hunter's lethal cannon.

Saif pressed the trigger for about two seconds. The bullets landed squarely on the wings, as sparks flew off the metal skin. Suddenly, the Mirage was engulfed in a big ball of fire; the pilot, Capt Dror, ejected in full view of the Base personnel watching from the ground. Breaking off to the right after downing the Mirage, Saif spotted a Vautour coming head-on, about 2,000 feet below. Without batting an eyelid, Saif inverted his aircraft and pulled through for a 'split-S'. The manoeuvre can go awry if there is insufficient clearance from the ground, but Saif pulled back on the control stick to the point of almost blacking out. When he levelled off, he found himself behind the Vautour, charging in with a very high rate of closure despite the speed brakes opened and throttle pulled back to idle. The distance was now only 200 feet, too close for the safety of his own aircraft were the much larger Vautour to explode like his previous victim. Deciding not to miss the chance, Saif opened fire and after three bursts of his cannon, saw parts of the aircraft fly off. His own aircraft juddered as if hit by something; Saif had to look around to be sure he was not being shot at. Capt Golan lost control and ejected from his disintegrating Vautour. As Saif started to gather the formation, he saw a Mirage (flown by Maj Dotan) chasing a Hunter right over the airfield. It was Muhammad's Hunter and, it was trailing smoke. Turn by turn everyone called him on the radio to eject but he did not respond. The aircraft went into a shallow dive and hit the abandoned oil tanks near the airfield. The sad incident overshadowed the otherwise successful mission. Everyone's fuel was marginal after such heavy demands on the engines. Samir's fuel state was most critical so he decided to land at H-3, despite some damage to the runway. Saif and Ihsan made it to Habbaniyah, but only after a cruise at high altitude. Allowing Ihsan to break-off and land first, Saif followed through a straight-in approach. A large crowd had gathered at the flight lines. As Saif switched off and came out of the aircraft, he was lifted up and paraded all over the place. Everyone was shouting, "Death to Zionism, death to Israel." Saif had tear of joy in his eyes. He recalls thanking Allah for the success and prayed for young Muhammad, whom he had met barely for half an hour before the fateful mission.



Saif ul Azam during his visit to Jordan

Some airmen had also gathered around Saif's Hunter and, were expressing their amazement at the nerve of the intrepid pilot who had rammed into the Israeli aircraft when he ran out of ammunition! They could not have been blamed for their mistake because the Vautours flying debris had damaged the Hunter's wing

tips and, some metal pieces were embedded in its fuselage after the close-range shooting.

Saif-ul-Azam's exploits in the 1967 Arab-Israeli War were a display of true grit in an otherwise dismal showing which made him a hero in several countries. He has the unique achievement of downing four different types of aircraft while flying with three different Air Forces. He eventually donned the uniform of yet another Air Force when he moved to his new homeland, Bangladesh, in 1974.

Saif-ul-Azam joins the International Hall of Fame: In the gathering of Eagles-2000 in USA, a list of 22 aviators of all time was published-ranging from WW-I to present day. Saif-ul-Azam is the only fighter pilot from sub continent who was picked up and honoured as the 13th best aviator of the world.

Later Career: In 1971, when East Pakistan gained independence as Bangladesh, he became Director of Flight Safety, and, later, Director of Operations for the Bangladesh Air Force (BAF). In 1977, he became Wing Commander and Base Commander of the BAF Base at Dhaka. After retiring as a Group Captain, in the 80s, Azam twice served as Chairman, Civil Aviation Authority. He was also Managing Director of the Film Development Corporation. A member of Bangladesh's Parliament from 1991 to 1996, he is now Managing Director, Natasha Trading Agency, Limited, trading in aircraft and other equipment. He also directs a travel agency along with his wife.



Family Details: Saif-ul-Azam married Nishat Ara on 21 Nov 1966 at Dacca. They are blessed with a son and two daughters. Feras, born on 21 Aug 1972, is computer software engineer settled in Dallas Texas, USA. Anila born on 5 Sep 1970, is IT specialist settled in Phoenix Arizona. Youngest Anita is working as IT consultant at Riosaldu University at Phoenix Arizona, USA.

Sqn Ldr Arif Manzoor, SJ, TBt



Name:	Arif Manzoor
Pak No:	4226
Father's Name:	Manzoor Ahmed Khan
Date of Birth:	15 Oct 1940
Place of Birth:	Banaras, India
GD(P) Course:	32 GD (P)
Date of Commission:	15 Sep 1961
Date of Demise/Burial:	12 Jun, 1974/PAF graveyard Masroor, Karachi
Gallantry Awards:	SJ, Wisaam Faris, Wisaam Shuja'at

Early Life/Career: Arif was born in a respectable family of Banaras (India) where his father Manzoor Ahmed Khan was a District and Session Judge of high repute. At the time of creation of Pakistan, his family migrated to Karachi where he got his primary education. Tall, lean and handsome Arif later joined Lawrence College Muree and attained his Senior Cambridge Certificate in 1958. Arif Manzoor was a gifted athlete, winning several medals for high jump, pole vault, hockey and cross country races. With a dream to become a fighter pilot, Arif joined PAF Academy Risalpur in 1959. At the Academy, he showed great prowess in flying and was among the top cadets of his course. After earning his wings in 1960, he was selected for Advanced Flying Training Course at USA. On return he joined the elite No 17 Sqn and flew Sabres for a couple of years. With the induction of F-104 Star Fighter in PAF, Arif was among the pioneering few to join the elite club of Mach busters. He served PAF's one of the oldest No 9 Sqn for four long years at a stretch and fought the 1965 War from the same unit.



CADET MONZOOR

Pakistani Student Is First To Solo

First student in Webb AFB Class 62-B to solo in a T-33 jet aircraft was Arif Monzoor, an aviation cadet from Karachi, Pakistan. He is a member of Jaguar Squadron.

Cadet Monzoor attended the Pakistan Air Force Academy for a year prior to coming here for flight training. Upon completion of the basic flying training course at Webb he will have finished the Academy course and will receive his commission.

Cadet Monzoor has been selected to receive gunnery training in F-86F aircraft at Luke AFB, Ariz., before returning to Pakistan.

Class 62-B had 84 hours in the T-34 and T-37 primary trainers and will receive 180 hours in the T-33

Participation in 1965 War: Flt Lt Arif Manzoor was serving the elite No 9 Sqn as the War broke out in 1965. Being the junior most pilot of the Sqn, he participated in the War with full devotion and conviction. He flew numerous CAP

missions on supersonic Star fighter and close support missions in Wagah, Chamb and Philora sector.

Citation of TBt: "Flt Lt Arif Manzoor belongs to the small and select group of officers who can be called the hard core of the GD (P) branch of the Pakistan Air Force. He sets himself the highest standards in the execution of his tasks on the ground as well as in the air. His dedication to duty and professional excellence is an example for all pilots. He has a creative bent of mind and has undertaken very useful work to enhance the efficiency of the equipment operated at the Sqn. His outstanding professionalism is richly deserving of recognition and he has been awarded with TBt."

Arrival of the Mirages: Although F-86 proved its mettle during the 1965 War and was employed successfully in close support missions, PAF leadership, however, realised that there was a need to further augment the medium range day/night capability of PAF. Coupled with this handicap there was also the lingering gap in night air defence capability of PAF. To fulfil these requirements, the PAF decided to induct French Mirage aircraft, after lots of deliberation on its effectiveness. Search for outstanding professionals, to fly these modern machines, shortlisted a group of promising fighter pilots under the command of legendary MM Alam. Flt Lt Arif Manzoor was also the member of this proud group which was tasked to ferry the first batch of Mirage-III strike interceptors from France. The first batch of six



First batch of Mirages being ferried to Pakistan

aircraft under the leadership of MM Alam arrived on 8 Mar 1968, Arif Manzoor flew as No 5 in the formation.

Participation in 1971 War: With the induction of state-of-the-art French Mirage IIIEs aircraft into the inventory of PAF, Sqn Ldr Arif Manzoor was one of the pioneering officers who got converted on the latest weapon system. The timely induction of

the potent Mirages was a strong shot in PAF's arm. Besides performing a wider variety of missions, they could generate a higher daily sortie rate compared to the aging F-86s, F-104s and B-57s. Sqn Ldr Arif spent no time in gaining mastery on the new system. As the War broke out in 1971, Manzoor was deployed with the lone No 5 Mirage Sqn of PAF. The bulk of the Sqn was deployed at its parent Base, Sargodha. A detachment of six aircraft, led by Sqn Ldr Farooq F Khan, was moved to the deep located satellite Base of Mianwali for providing night interceptions. Arif Manzoor remained at Sargodha and participated in variety of strike and reconnaissance mission during the War.

The flight of No 5 Sqn based at Sargodha carried out airfield strike sorties in the opening round of the counter-air operations campaign. Sqn Ldr Arif Manzoor being the senior member of the Sqn led number of strike mission against target like Pathankot and Avantipura. He flew consecutive strikes mission in the opening round of the War on 3, 4 and 5 of Dec. On 5 Dec, he flew a memorable strike mission to Pathankot. Leading a formation of 4 Mirages. The formation took off from Sargodha in the evening haze and proceeded to target as planned. As his formation pulled up for a dive attack to deliver two 750-lb bombs each, the heavy anti-aircraft guns opened up. Undaunted by the rapid ack-ack fire, his courageous formation members were able to put in the attacks in the beginning of the runway creating large craters. As they were exiting after delivering the attack, Nos 3 and 4 found a Gnat closing in behind them, with guns blazing. Thanks to their swift Mirages, they were easily able to get out of harm's way. Sqn Ldr Arif Manzoor continued with the airfield strikes, flying for five more days. A mission was flown by him each on 8, 9 and 10 Dec. Awantipura airfield was added to the usual list of Amritsar and Pathankot in the closing days of the War. Wg Cdr Hakimullah, Sqn Ldr Rao Akhtar and Sqn Ldr Arif Manzoor alternated as mission leaders for these subsequent strikes. These airfield strikes were largely disruptive in nature



Mirages during a strike mission against Pathankot during 1971 War



Standing first from right along with fighter pilots of Star Fighter at Sargodha



Flt Lt Arif Manzoor(standing 1st from left) along with MM Alam(Centre), Hakimullah (2nd from right), Farooq Umer (2nd from left) in transit at an Italian Air Base during a Mirage ferry from France



Flt Lt Arif Manzoor (4th from right) alongwith pilots of No 9 Sqn at Sargodha. Air Mshl Asghar Khan (C-in-C, PAF) in centre

and served the purpose of softening up, before the actual neutralisation that was to come later with the army's offensive.

After the War, Sqn Ldr Arif Manzoor went to Syria in the last week of Oct 1973 in the capacity of the Head of the Air Force Group. Resilient Arif Manzoor continued to shine in Syria as well. His valiant deeds not only earned him high reputation but also brought worldwide fame to PAF and its pilots. He was posted to No 67 Sqn, 'Alpha' Detachment (all PAF) when the Arab-Israel War broke out in Dec 1973. He, as the detachment commander, led his team of young fighter pilots from the front and participated in large number of air defence mission against Israeli Air Force. He was the leader of the formation, which on 19 Dec 1973 destroyed an Israeli aircraft. It was a rare feat, which shot him to international fame. Government of Syria in recognition of his services to their country awarded him with the highest gallantry award.

After the War, Arif Manzoor continued to serve the Syrain Air Force with full devotion not knowing what destiny had in store for him. The great warrior, the veteran of two Wars attained shahadat on 12 Jun 1974, while training a young Syrian fighter pilot.

Citation of Gallantry Award: "Sqn Ldr Arif Manzoor was posted on deputation to Syria in the last week of Oct 1973 in the capacity of the Head of the Air Force Group. He met his Shahadat in a training mission accident in Syria on 12 Jun 1974 while flying a MIG-21 aircraft. Throughout his career, Sqn Ldr Manzoor displayed the highest standards in the air and on the ground and was an officer and pilot of exceptional ability. In Syria he infused enthusiasm in the PAF contingent and confidence in the Syrian pilots and displayed exceptional personal courage, ability and devotion to duty in aerial combats against the Israeli Air Force. The Israelis had made it a matter of their prestige to shoot down a PAF pilot in an air combat against Syrian aircraft. Sqn Ldr Arif Manzoor not only denied them such an opportunity but through his superior skill, dedication and professionalism of highest order managed to get an Israeli Mirage aircraft shot down through one of his formation members. He worked with extreme devotion to duty, and was loved and respected by all his colleagues in the PAF as well as the Syrian Air Force, where he served with zeal and devotion. The sad demise has had a profound effect on the Syrian Air Force, and considerably enhanced the prestige of PAF. In view of his outstanding contribution to the PAF and to the image of Pakistan abroad, he has been awarded with SJ."



Later the dead body of the Shaheed was flown from Syria to Pakistan. He was given the heroes farewell at his service funeral. Large number of PAF officers, airmen, civilians and who so ever loved him attended the rituals of his last journey. He was later buried with full military honours in PAF graveyard at PAF Base Masroor (Karachi).

Family Details: Arif Manzoor married Masuda Faruqi in Sep 1972. The coupled was blessed with an adorable daughter Sadia on 12 Jun 1973 who unfortunately celebrated her first birthday without her beloved father.

Wg Cdr Hameed Anwar



Name:	Hameed Anwar
Father's Name:	Allah Bux
Pak No:	3558
Date of Birth:	20 Jun 1934
Place of Birth:	Lyalpur (Faisalabad)
GD(P) Course:	16 GD (P)
Date of Commission:	2 Feb 1954
Date of Retirement:	2 Dec 1963



Early Life/Career: Tall, handsome and dashing Hameed Anwar was born at Lahore on 20 Jun 1934. He received his primary education from Lawrence College Ghora Gali, Murree and joined PAF as a flight cadet in 1953. He sailed through the initial flying phase on Harvard with ease, finally earning his wings on 2 Feb 1954. After graduation, he joined the elite No 9 Sqn as a young fighter pilot. The Sqn at that time was equipped with Sea Fury aircraft and was deployed at Miranshah and Kohat. He actively participated in the "Ward and Watch" missions on the western sector and grew up with the legendary pilots of that time, in the likes of F S Hussain and Zafar Masud. With the arrival of latest F-86 aircraft in PAF, he did the conversion course on the new aircraft. Later, he joined the elite No 14 Sqn at Mauripur where his outstanding professionalism in air combat earned him respect. His days of service with No 14 sqn were eventful. He together with sqn mate MM Alam flew air combat practice missions extensively. The two had long been friends and intense rivals, as all fighter pilots tend to be at young age.

Later in careers, they both emerged as exceptional fighter pilots and were recognised in PAF for their professional devotion and outstanding piloting skills.



PAF Falcon Team-16 Sabre formation aerobatic team pulling up a loop during a display in 1958



Flt Lt Hameed Anwar (2nd from left) along with the members of Falcon Team

However, each had yet to make history in the challenges that lay ahead. Within half a decade, one was destined to become the top scoring pilot of the PAF in 1965 and the other would fly the proud flag of Pakistan to distant lands-first in RAF, flying with Blue Diamonds and then for many years with various Arab Air Forces.

Career Highlights: Wg Cdr Hameed Anwar has the distinction to have served in five different air forces that include PAF, RAF, USAF, RJAF and ADAF. Besides that distinction, he has been a member of the formation of the following aerobatics teams:

- Sea Furies of No 9 Sqn of PAF Peshawar 1956. As No 2 of 4 member Aerobatic Team.
- F-86 Sabre "The Falcons" PAF Mauripur 1958. As No 4 of 16 aircraft. 'Flacons' aerobatic display team, which created a world record on 2 Feb at Mauripur Karachi. The display was held in the honour of King Zahir Shah of Afghanistan.
- RAF 'Blue Diamond'. He flew in two aerobatic teams while serving at RAF. First, with 'Black Arrows', flying the Hunters. In the second stint, he flew as part of "Blue Diamonds" Royal Air Force national aerobatics team. He flew as No 14 of 16 aircraft formation aerobatic team. He also took part in displays at Farnborough and other cities in UK and all NATO countries on their national days. That included a display in Greece for King Constantine, in Tehran for Shah Reza Shah Pahlavi of lran, in Norway, Cyprus and Malta. This was the first time in the history of RAF that they allowed a foreigner to fly in their national aerobatics team and that too, a pilot from one of the former British colonies.
- Hawker Hunter "Hashemite Diamonds RJAF." As founding leader of the team of 9 aircraft, known to be the 'Hashmite Diamond', formed in 1964 on the orders of late His Majesty King Hussein I of Jordan. His Majesty

had suggested a team of 4 aircraft while Hameed suggested 9, which His Majesty considered impossible given the constraints of time and limited qualified pilots. The argument led them to bet over the future of the team. His Majesty lost the bet when the team carried out formation aerobatics with 9 aircraft formed in just eleven days out of 18 inexperienced pilots. Though losing the bet, His Majesty felt very proud of his Air Force's achievements.

- Mirage V ADAF (Abu Dhabi Defence Forces) 1976. As leader of the unofficial aerobatics team of 4 aircraft at Abu Dhabi. He led the team for a brief period before the Abu Dhabi Air Force decided to discontinue the formation aerobatics in their air force.

Sabre 16 Aerobatic Team: Hameed Anwar was the proud member of the famous 'Falcon' team, formed under the legendary Zafar Masud. In 1958, the team was tasked by the then air chief, Air Marshal Asghar Khan to prepare for a spectacular show in the honour of visiting Afghan King Zahir Shah and other foreign dignitaries. The star studded team comprised legendary pilots of that time who later proved their worth in the two Wars Pakistan fought with India. The team included Zafar Masud (leader), Sajad Haider, Alauddin Ahmed, and Hameed Anwar, to name a few. The team created a world record on the morning of 2 Feb 1958 at Mauripur. While performing the formation aerobatics on 16 Sabres, the team pulled up a loop, thus making an aviation history. It was the first ever spectacular achieved by a nascent Common Wealth Air Force like PAF.



Flt Lt Hameed Anwar (2nd from right), Flt Lt Daudpota (1st from right) along with the pilots of No 14 Sqn at Mauripur (1954)

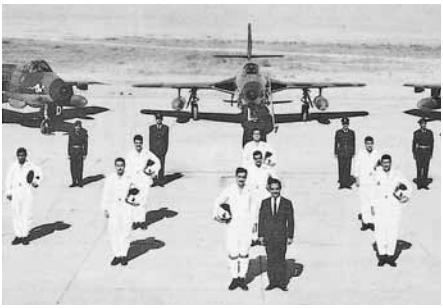
Stint with RAF: From 1960 to 1962, Hameed Anwar (nick named 'Harry' by the RAF pilots) was in the RAF, as a Pakistani pilot on exchange posting. During this time he was part of the "The Black Arrows" aerobatic team that comprised 16 Hunters. The team belonged to the famous No 111 Sqn of the RAF. The Sqn was later disbanded and was renamed as No 92 Sqn. It was then that the new formation aerobatic team called the "Blue Diamonds" of 92 RAF Sqn and established by RAF. Being the part of the RAF national aerobatic team, he flew all across Europe and NATO countries with the Pakistani flag on the tail of his aircraft. One day while performing in Greece a visitor approached and enquired as to where he was from, when he told him, that he was a Pakistani, he was amazed and wondered how a Pakistani could enter the elite national aerobatic team of international stature.



RAF Black Arrows aerobatic team during an aerial display



RAF Blue Diamonds pulling up formation loop



His Majesty with "Hashemite Diamonds" Team Members



His Majesty King Hussein I, back to camera, introducing Wg Cdr Hameed Anwar to Field Air Marshal Abdel Hakim Amer, First Vice President of The Arab Republic of Egypt



Wg Cdr Hameed Anwar with King Hussein I, 1993

Blue Diamond Reunion: In 2005, the reunion ceremony, in the honour of ex Blue Diamond's aerobatic team members was held in UK. Several ex-Blue Diamonds were present at the ceremony. The veteran Hameed Anwar was also one of the invitees where he was honoured with a souvenir and a framed picture of the Blue Diamonds aerobatic team performing overhead Farnborough in 1961

Stint with RJAF: After retirement from PAF Wg Cdr Hameed joined the RJAF as the instructor pilot. When he arrived at Mafraq (Air Base), the pilots were initially indifferent towards him. They did not like the idea of a Paksitani teaching them the air combat. The leader of the proud and arrogant group was Colonel Saleh El Kurdi, who later became the Chief of the Jordanian Air Force. One day Hameed asked them who their best pilot was. Captain Nasri raised his hand. Anwar told him to join him in the air combat. During the practise air combat mission, Kurdi was no match to Hameed Anwar's superior flying skills. While flying, Anwar came so close to the cockpit of Captain Nasri that he got terribly scared. He eventually waggled his wings in surrender and requested to call off the mission. After landing, Captain Nasri out of sheer embarrassment could not come out of the plane. Then there was no looking back. The rest of the pack learnt their lesson and respected him as a mentor. Winning their hearts and minds, he went on to train them in a manner that they became the best in the Arab world.



Fire Power at Jordan: Hameed mentioned that one day, King Hussein called him up and said that Field Marshal Abdul Hakim, the First Vice President of Egypt would be visiting shortly and a grand finale had to be prepared in his honour. Hameed Anwar trained his pilots for days and got the maximum out of them. On the final day he came up with a novel idea of filling the 10 ft X 10 ft strafing targets with birthday balloons. Once the targets were engaged on the final day, it made a great impact and produced lot of thundering noise, creating lot of interest in the audience. During the spectacular show, two of his student pilots made the sonic boom. This was followed up by napalm run with enviable accuracy. Then there were huts put up as targets and those were engaged with great precision.

After the demonstration, the Field Marshal was speechless. He asked King Hussein, if those were British pilots, to which the King responded that they were all Jordanian pilots. He never believed that and asked King Hussein that he would like to personally meet all of them after the demonstration. The proud King Hussein then introduced Hameed Anwar to the Field Marshal and told him that he was the man behind the training of Jordanian pilots. After the show, the Field Marshal presented him with a titanium wristwatch as a souvenir, which is still a precious part of Harry Anwar's historical archive.

Dogfight with the Israeli Air Force: In Dec 1964, when Wg Cdr Hameed heard that the Israeli Air Force Jets were heading towards the area north of the Dead Sea. He scrambled two pairs of jets. These aircraft shot down one and damaged the

other one. The King, who was visiting UK at that time, sent him a telegram (placed at Appendix 'G'), congratulating him on the historic feat. This was the first time in the history of the Arab world that a Jordanian had shot down an Israeli jet in air combat, thanks to their great instructor, Harry Anwar.

Anwar Forms Hashmite Diamond: One day King Hussain asked Wg Cdr Hameed Anwar, if he could make a formation aerobatic team for RJAF. On that Wg Cdr Hameed asked the King as to how many planes does the Israeli Aerobatic team has in their team. On that the King replied 8, Wg Cdr Hameed responded by saying he would raise a team of 9 aircraft. The Jordanian Air Force had a total of 28 to 29 aircraft and 18 pilots, out of those he had to train and select 8 for the team. He pledged to the King that the team would be up in the skies in next 11 days. Anwar worked day in and day out raising the team and training the pilots to a level that they became proficient in aerobatics.

Finally, his pledge was honoured on the 19 Oct 1964, when the Hashemite Diamond aerobatics team comprising nine Hunter aircraft took off for the first time in a practice mission in the Jordanian skies. Anwar presented their first show in honour of King Hussein and members of the Royal Family on 4 Nov at Mafraq. On 14 Nov they performed two shows over Amman and Zerqa to celebrate the King's birthday. Then there was no looking back. The team performed all across Jordan and became the first and only nine aircraft aerobatic team of the Middle East, to date.

Anwar Stunts for King Hussein: During one of his visits to Mafraq Air Base. His Majesty King Hussein l, who was one of his great admirers asked Hameed Anwar for an impromptu air display. Himself an enthusiastic jet pilot, King Hussein climbed up the air traffic control building to have a better view of the show. On that day, Hameed Anwar was at his best, he did some stunning low level aerobatics



Anwar performs for His Majesty King Hussein-1

in honour of the King as shown in the photo. In a letter written to the Chief of the Air Staff, PAF, in Jul 1993, King Hussein described Hameed Anwar as "one of the best pilots and men I have been fortunate to know." (Copy of the letter placed as Appendix 'H').

Booklet on Aerobatics: Since no booklet on the art of forming a formation aerobatics team has ever been written by any air force, Hameed Anwar had the distinction and honour when he was asked by the 'Sherdils' of PAF Risalpur during his visit to the Academy in 2005, to write down his experiences in this sphere. The booklet became a pocket book treasure of every fighter pilot particularly those of Pakistan, Jordan and Abu Dhabi (ADDF) Air Forces.

Family Details: Anwar married Lillian Anwar and they are blessed with four sons. Haroon, Peter, Moses and Hussein named after the King Hussein 1. The family is presently settled in Illinois, USA.



Along with her wife Lillian Anwar at Abu Dhabi

APPENDICES

Appendix A

"Introduction to Gallantry Awards of Pakistan"

Gallantry Awards

The military awards consist of Operational Awards, Non-Operational Awards, the Tamgha-i-Difa and the Imtiazi Sanad. In addition, campaign and commemorative medals for special occasions are also instituted as and when necessary.

Operational Awards

These comprise:

- Nishan-i-Haider.
- Hilal-i-Jurat.
- Sitara-e-Jurat.
- Tamgha-e-Jurat

Conferment of Operational Awards

These awards are conferred on living persons and also posthumously on those killed while performing gallant acts or who die subsequent to performing such acts for which, had they lived, they would have been eligible for the award. In such cases, the awards are given to the recipient's nearest relative. The qualifications and conditions for each award are given in the subsequent rules.

Nishan-i-Haider



Eligibility

Only those members of the Armed Forces, the Frontier Corps and the Frontier Constabulary when serving under the Federal Government, who have performed acts of greatest heroism or of the most conspicuous courage in circumstances of extreme danger, and have shown bravery of the highest order, or devotion to the country in the presence of the enemy on land, at sea or in the air, shall be eligible for this award. This award is conferrable on all ranks.



Hilal-i-Jurat

Eligibility

This award is conferrable on officers only, for acts of valour, courage or devotion to duty, performed on land, at sea or in the air in the face of the enemy.

Sitara-e-Jurat



Eligibility
Officers, Junior Commissioned Officers of the Army, the Frontier Corps and the Frontier Constabulary when serving under the Federal Government, Chief Petty Officers of the Navy and Flight Sergeants of the Air Force are eligible for this award, for gallantry and distinguished services performed in combat.

Tamgha-e-Jurat



Eligibility
Only non-commissioned officers and soldiers of the three Services, the Frontier Corps, Frontier Constabulary and Pakistan Rangers when serving under the Federal Government, are eligible for this award, for gallantry and distinguished services performed in combat.

Conferment of Imtiazi Sanad All members of the Armed Forces and civil armed forces who are mentioned in dispatches of the Chief of the Army Staff for gallantry, not qualifying for a gallantry award, or for distinguished services, shall become eligible for 'Imtiazi Sanad'.

Appendix B

"Over View of PAF Performance during Indo-Pak Wars of 1965 and 1971 in the Eyes of Independent Observers"

General Chuck Horner (Retd) and Tom Clancy:

"Pakistan has one of the best, most combat ready air forces in the world. They have to because their neighbour to the east is huge, and the two nations have a long history of hostilities. For Indian war planners, Pakistan Air Force is their worst fear. Pakistani pilots are respected throughout the world, especially the Islamic world, because they know how to fly and fight."

Lindsay Peacock, (Air International Journal, Vol 41. No 5):

"Another way in which the PAF satisfies the imbalance with regard to numbers viz-a-viz IAF is through pursuit of excellence with regard to its combat echelons. Paradoxically, though, that pursuit is by its very nature an expensive procedure and there is a high wastage rate as pilots progress through the training system, with individuals being weeded out all the way along the line. The end result is felt to be well worth the expense involved, however, and personal observations have certainly convinced the author that the average PAF pilot is almost certainly possessed of superior skills when compared with, say, an average American pilot. As to those, who are rated above average, they compare favourably to the very best in a host of western air arms. Standard of accuracy appears comparable to those of the west and may surpass them, one F-6 pilot of No. 15 Squadron having recently put 20 out of 25 shells through a banner in four successive passes."

General (Retd) Chuck Yeager (USAF):

"In 1971 the Pakistanis whipped their [Indians'] asses in the sky. The air war lasted two weeks and the Pakistanis scored a three-to-one kill ratio, knocking out 102 Russian-made Indian jets and losing thirty-four air planes of their own. I'm certain about the figures because I went out several times a day in a chopper and counted the wrecks below. I counted wrecks on Pakistani soil, documented them by serial number, identified the components such as engines, rocket pods, and new equipment on newer planes like the Soviet SU-7 fighter-bomber and the MiG-21 J, their latest supersonic fighter."

Christopher Sivores, (Fiza'ya: Psyche of the Pakistan Air Force):

"In Sep 1965 a festering border dispute between India and Pakistan erupted into a full scale war. The Indian possessed the larger air force numerically, composed mainly of British and French types- Hawker Hunter, Folland Gnat and Dassault Mystere fighters, Dassault Ouragons fighter-bombers and English electric Canberra bombers. The smaller but highly trained Pakistan Air Force was

equipped in large part with F-86F Sabers, plus a few F-104 Starfighters. Fighting lasted little more than two weeks, but during that time, Pakistan gained a definite ascendancy in the air. It was the well-proven Sabers that emerged with honours, being credited with all but five of the 36 victories claimed. The Indians claimed 73 victories – undoubtedly a considerable overestimate – for an admitted loss of 35." "This is the first definitive account of a relatively small but fascinating air arm, the Pakistan Air Force. Hitherto either casually studied or written up in propaganda fashion, the PAF has needed a detailed analysis of how a developing country with limited resources can nonetheless produce a first class air force.

The Pakistan Fiza'ya (Pakistan Air Force) plays a role in the psyche of its nation unmatched by any air force in the world. The PAF's motto, loosely translated from the Persian, is 'Lord of All I Survey'. It calls itself "The Pride of the Nation', and it is exactly that. Much smaller than India in geographical size and population, Pakistan sees itself as a beleaguered state between India to the East and the Soviet Union/Afghanistan to the West. Since it can never match numbers with India, much in the same way as Israel cannot match numbers with the Arabs; it has always emphasised quality, and projected itself as the Gallant Few against the eastern hordes of many. The mystique of the air warrior, the last jousting knight, the only surviving gladiator on the field of modem war, has been effectively utilised by Pakistan as its symbol of defiance against vastly larger enemies."

Jane's International Defence (Jun 24, 1998):

"Although outnumbered by IAF, PAF has at least one qualitative edge over its rival. The calibre of Pakistani instructors is acknowledged by numerous air forces, and US Navy pilots considered them to be highly 'professionals' during exercises flying off the USS Constellation (as co-pilots). The IAF is in an unfortunate position, it lacks an advanced training (and multi-role combat aircraft).

During 1965 War, India's General Chaudhry ordered his troops to march on Sialkot and Lahore – jauntily inviting his officers to join him for drinks that evening in Lahore Gymkhana. He did not reckon on the Pakistani troops.

"The first Indian regiment that found itself face to face with Pakistanis didn't get clobbered," said a report in Washington DC, America. "They just turned and ran, leaving all of their equipment, artillery supplies and even extra clothing and supplies behind."

Sunday Times London, Sep 19, 1965:

"Indian pilots are inferior to Pakistani pilots and Indian officers' leadership has been generally deplorable. India is being soundly beaten by a nation which is outnumbered by four and a half to one in population and three to one three to one in size of armed forces."

"Pakistan's success in the air means that she has been able to redeploy her relatively small army — professionally among the best in Asia — with impunity, plugging gaps in the long front in the face of each Indian thrust."

Patrick Seale, "The Observer, London", Sep 12, 1965:

"By all accounts the courage displayed by the Pakistan Air Force pilots is reminiscent of the bravery of the few young and dedicated pilots who saved this country from Nazi invaders in the critical Battle of Britain during the last war."

Roy Meloni, American Broadcasting Corporation, Sep 15, 1965:

"India is claiming all out victory. I have not been able to find any trace of it. All I can see are troops, tanks and other war material rolling in a steady stream towards the front."

"If the Indian Air Force is so victorious, why has it not tried to halt this flow? The answer is that it has been knocked from the skies by Pakistani planes. "

"Pakistan claims to have destroyed something like 1/3rd the Indian Air Force, and foreign observers, who are in a position to know say that Pakistani pilots have claimed even higher kills than this; but the Pakistani Air Force has been scrupulously honest in evaluating these claims. Pakistan Air Force is claiming credit for only those killings that can be checked from other sources."

Peter Preston, "The Guardian, London" – Sep 24, 1965:

"One thing I am convinced of is that Pakistan morally and even physically won the air battle against immense odds. "

"Although the Air Force gladly gives most credit to the Army, this is perhaps over-generous. India with roughly five times greater air-power expected an easy air-superiority. Her total failure to attain it may be seen retrospectively as a vital, possibly the most vital, of the whole conflict."

"Nur Khan is an alert, incisive man of 41. He is a model of efficiency. He talks without the jargon of a press relations officer. He does not quibble about figures. Immediately one has confidence in what he says."

"His estimates proffered diffidently but with as much photographic evidence as possible speak for themselves. Indian and Pakistani losses, he thinks, are in something like a ratio of ten to one."

"Yet, the quality of equipment, Nur insists, is less important than flying ability and determination. The Indians have no sense of purpose. The Pakistanis were defending their own country and willingly taking greater risks. 'The average bomber crew flew 15 to 20 sorties. My difficulty was restraining them, not pushing them on.' "

"This is more than nationalistic pride. Talk to the pilots and you get the same intense story."

Indonesian Herald, Sep 11, 1965:

"India's barbarity is mounting in fury as the Indian army and Air Force, severely mauled, are showing signs of demoralisation. The huge losses suffered by the Indian Armed Forces during the last 12 days of fighting could not be kept from the Indian public and in retaliation, the Indian armed forces are indulging in the most barbaric methods."

"The Chief of Indian Air Force could no longer ensure the safety of Indian air space. A well known Indian journalist, Mr Frank Moraes, in a talk from All-India radio, also admitted that IAF had suffered severe losses and it was no use hiding the fact and India should be prepared for more losses."

'Top of the News', Washington, Sep 6-10, 1965:

"The Indian Air Force is somewhat larger than the Pakistan Air Force in numbers of planes, but there is no organizational pattern to the way they have been acquired or to what is on hand. It is a weird conglomeration of all sorts and conditions of aircraft from a variety of countries, even including France and the maintenance problem is staggering, even if adequate maintenance personnel were available. It means a vast stocking of replacement parts (different for virtually every type of plane they have). On the contrary the Pakistan Air Force has been intelligent enough to standardise to a very high degree, thus reducing their maintenance problem to a minimum. And this is vitally important as any war proceeds beyond the very first stages.

Furthermore, it began to develop today that the Indian claims of having shot down large numbers of Pakistan Air Force planes in the first days of conflict were highly exaggerated, and that the Pakistan losses have been virtually nil in this line.

The Indian claims, frankly, were highly suspicious from the beginning because they are notably poor aviators and their equipment is antiquated and not at all a match for the modern jet equipment of the Pakistan Air Force. It just didn't hold water to anyone who knew the details of the Indian air inventory as against that of Pakistan, that any such victories could have been achieved by the Indians."

Appendix C

"Letter by Air Vice Marshal Masood Khan to his Son"

Dear Farhan,

In the 65 War after dropping commandos at three airfields in India -Adampur, Pathankot and Halwara - there was a bit of inactivity in so far as C-130s were concerned. We did not have much to do. However, at the time the prevailing mood of the people in the Armed Forces, as indeed of the whole population, was to contribute to the War effort in whatever way one could.

To give you an idea, while operating at Kohat we usually returned late at night and whenever we did there was on old man, around seventy or so, who would serve us tea if we wanted. One night at about 0200 hrs, I told this old man, "Baba it is rather late at night and why don't you go to sleep." His reply was, "I am not able to do much, but the least I can do is to be here to give tea whenever you want it." It was in this spirit that the idea of using C-130s in the bombing role was thought of. The credit for this goes to late AVM Hall, then Gp Capt and our Base Commander, and Gp Capt Zahid Butt, then Wg Cdr & OC 35 Wing. The principle employed was to use the C-130s for supply dropping mission except, of course, the cargo would be different.

And with the payload available, a C-130 could carry a load 21 to 23 one thousand pound bombs, it could cause considerable damage. Obviously, such missions could not be under taken during daytime because of enemy fighters. A C-130 would have been a sitting duck for an Indian fighter aircraft. Also the height of the drop had to be above the range of small arms fire (about 10,000 ft). Due to these constraints, C-130s could not possibly be accurate. They were, therefore, employed mainly for area bombing to cause as much nuisance and damage to enemy forces as possible. This is how we started using C-130s in the bombing role. Our targets used to be mainly concentration of troops or supplies close to the border areas.

As was expected, our success rate in causing damage to the enemy was not great, but we did create a great deal of scare amongst them. This was evident from the small arms fire directed towards us. While there was not much of it on the first flight, on subsequent flights the ground below used to light up with flashes from small arms fire.

A mission that did achieve a great deal of success and was acknowledged as such took place on the night of 21st/22nd Sep or there about. That night two C-130s designated for bombing were parked at the Army Aviation Base, Dhamial (the one close to Pindi). To avoid enemy fighters during daytime, our modus operandi was to disperse to remote airfields (Kohat, Miranshah) after all our missions at night. And at nightfall we would reposition aircraft to load at Peshawar, Risalpur or Chaklala and undertake missions. That night we were at Dhamial for the very first time.

Gp Capt Zahid was the Captain of one aircraft and I, of the other. At about 2330 hrs, we were waiting in the Dhamial Base Ops Room for allocation of our targets when Air HQ Ops called. The call was taken by Gp Capt Hall, who was also there to oversee the operation from Dhamial. After he had finished he told us that Indians had brought their 25-pounder guns close to our border and shelling of Lahore was imminent. At the request of the Army, Air HQ had detailed two B-57s to bomb the guns, but both aircraft had gone unserviceable. Air HQ Ops, therefore, wanted to know if we could undertake the mission. We would,

however to ensure that under no circumstances the BRB canal -our main line of defence in Lahore area - was breached. After consulting the navigators, Flt Lt Rizwan (with Gp Capt Zahid) and Flt Lt Abdi (with me), we gave the go ahead which was conveyed to Air HQ by Gp Capt Hall. Incidentally, on a normal supply dropping mission it is the responsibility of a Navigator not only to navigate the aircraft, but also to give green light for dropping of supplies - in this case, the bombs. After a little while we received a call back from Air HQ to say that, the requirement was no more there as the Army had neutralized enemy guns by counter- bombardment. Hearing all this, Major Naseerullah Baber (same person who became a Gen and was a Minister in Benazir Govt), who was the Duty Officer in the Ops Room that night said, "My foot. I am an Artillery man and I know how difficult it is to silence enemy guns through counter bombardment." He then picked up the telephone and spoke to Col. Jan, Colonel Staff of Division HQ at Lahore. Col Jan was also a Pakhtoon and known to Babar. After a lengthy conversation between the two, Maj Babar said the Army was very scared of the BRB canal being breached. Therefore, when they learnt that C-130s had been detailed instead of B57s they dropped the idea of aerial bombardment. He had, however, managed to convince the Col Staff and that we should go ahead with our planning for the mission. He, however, again cautioned us that come what may we must ensure that our bombs did not breach the BRB canal. A little while later the Air HQ also called and gave us the go-ahead signal.

All this took some time and we eventually took off at about 0130 hrs. Gp Capt Zahid was ahead of me. After he had dropped and turned away, we dropped our bombs. Thereafter, we returned to Chaklala, and before daybreak dispersed to Kohat. Although we had seen some secondary explosions in the target area, we were not quite sure of the result. You can well imagine how happy all of us were when the next day we learnt that our mission was a total success. Army intelligence had reported charred remains of guns and corpses in the target area and that the Indians had withdrawn their guns. Thus, the threat to Lahore of shelling was averted.

Soon after the War, all pilots and crew who had undertaken missions against the enemy were taken on a tour of forward locations of the Army. We also visited the Div HQ where we met Col Jan, the same person who had most reluctantly given the go-ahead for our mission. He said that after we had dropped the bombs there was a tremendous explosion so much so that a number of people had telephoned him to enquire as to whether we had dropped an atom bomb or they had. What happened was that some of our bombs had hit the ammunition store of the Indians and the explosion caused had played havoc with them. The combined effect of 21 one thousand bombs per aircraft and the secondary explosion of ammunition stores had caused the people to think that, perhaps, an atom bomb had been dropped. Of course, they did not know that had an atom bomb been dropped they would not have been there to telephone anyone.

This is the whole story. After our utilization of C-130s in the bombing role, even the Americans used it in Viet Nam. Of course, they had a wider choice of weapons. In the 1971, Indians also used their AN-12. This is a Russian aircraft, which looks like a C-130 and is somewhat comparable in performance."

Appendix D

Old Soldiers Never Die

By Samina Rizwan

Lightening flashed and thunder resonated as the veteran bombardier was lowered into his last resting place. Then, rain fell. It was as if the heavens above had saluted him with laser lights, received him with drumbeats and purified all that he had left behind with blessed holy water. A smartly turned out contingent of the Pakistan Air Force had marched the flag-draped, medals and peaked cap bearing coffin and honoured the War hero one last time with a 8-gun salute as uniformed personnel, chiefs and airmen, young and old, teary-eyed or smiling, raised their hands to their caps to register the nation's gratitude to Air Commodore (Retd) Rais Ahmed Rafi, SJ, SI(M), a bomber pilot with thousands of flying hours, three combat operations and a gallantry award to show for a lifetime of service. I had to smile. Dad loved a spectacle, managed to be at the centre of it every time, and this one had enough pomp and ceremony to feed his penchant for storytelling and keep him chatting for another 75 years.

We buried him on Mar 3rd, my birthday. It was also the day after the brutal attack on the Sri Lankan cricket team, in Lahore. An exceptional hockey player, my father was selected for the national hockey team in his youth but opted to focus on his pilot training rather than compromise both his passions by taking them on at the same time. As a child, dressed in can-canned frock and shiny black pumps, with tightly braided hair and a grin to match his, I accompanied my sports crazy father to many matches at Karachi Hockey Stadium. At one such, he managed to secure a seat right behind "bari bia", Princess Abida Sultan of Bhopal, and in his characteristic precocious manner, introduced himself. Together, the two hockey junkies belted out the loudest cheers when the Pakistani offense secured a goal with surgical precision. Later in life, he adopted squash as his game. Not for him the leisurely pace of golf or the mental challenge of chess; this nimble and light-footed sportsman craved speed and quick reflexes. He boasted of winning against Hashem Khan while conveniently brushing over the fact that the great master played with the wrong hand and remained near stationary while his wily opponent ran from one end of the court to the other to return skillful shots. My father played a mean game of squash nevertheless, and practiced his swimming and tennis at least twice a week. He bemoaned the demise of hockey and then squash from the Pakistani sports diaspora; how sadly ironic that Pakistani cricket died on the same day that he did. I am happy he never found out since it would be yet another heartbreaking reminder that his Pakistan is no more, that this is a grotesquely mutilated version of it where destruction of all things beautiful has become the norm.

My father's world began and ended with the Pakistan Air Force. His friendships, successes, failures, ecstasies and tragedies all came about due to this association which enveloped our lives completely. My sister's marriage and mine, my brother's choice of profession, our collective social circle were all impacted by our father's love affair with the PAF. And what an affair it was, with larger than

life protagonists and passions as lofty as the mountain ranges over which they flew; Asghar Khan, Nur Khan, Sarfaraz Rafiqui, M M Alam, Sajad Haider, Najeeb Khan, Changezi, Younus - air warriors too many to name, at the helm of fighters and bombers, whose comradeship my father revered, in whose company he went to War and by whose courage he swore. It is no wonder that PAF's David held his own against IAF's Goliath and earned worldwide respect. Such was Dad's faith in the PAF that he often said during his protracted illness, "You don't have to worry about arrangements for me beta, just call P Sqn and tell them the old man is dead. They will take care of me." So indeed they did!

Since the age I could discern emotion even if I didn't decipher the words, I have been a rapturous audience to my father's showman. He was a storyteller who regaled me with magical tales of village life, Aligarh University Boys' School, dancing the night away at UCLA, a beautiful bride with dreamy eyes, flying combat missions – the spectrum of his experiences is too expansive to cover. His stories, delivered as a cacophony of Urdu, English, Punjabi and pure gibberish, held me spell-bound and shaking with excitement, and sent me into peals of laughter as they later did his grandchildren. My father's prowess as a central social figure was so intense that people flocked to him like bees to honey; everyone wanted to be his friend, everyone craved his attention. Much as we appreciated and loved the great charmer, as adults my siblings and I often criticized our father's firm resistance to delve into any subject matter too controversial or philosophical, one that may ignite negative reaction or temporarily antagonize friends. He would not discuss religion or politics, or any of the sensitive issues that were close to our hearts as concerned Pakistanis; the role of the military in politics, the growing economic divide, access to justice and its thwarting by the privileged, the talibanization of Pakistan and, most importantly, the cruel reality of human rights violation in all sections of society. When goaded (as he often was by his argumentative offspring), he would venture gingerly into the conversation, ask some superficial questions, make a few cursory comments and before you could say "sing a song" he would have moved out of stormy seas into calm waters, redirecting the discussion towards, perhaps, the poet-general Amir Khusrau and his famous composition "phool rahi sarson sakhal ban". How did that happen, we would wonder, but then would get caught up in his rendition of Khusrau's kalaam which he sang quite well actually. We learnt to love poetry, theatre and music - Bulleh Shah and Kabir, Waris Shah and Shakespeare, KL Saigol and Nur Jehan, Fred Astaire and Ginger Rogers, the Beatles, Umme Kulsoom, Nashanas, the village bard and the philharmonic orchestra - because our father saw his Rab in all things lyrical and this became our collective brand of spirituality. It is possible that politically charged, opinionated colleagues considered my father somewhat shallow, too content to accept life at face value, not concerned enough to shovel the top soil and dig deeper into filth, but I don't agree with them. My father possessed that rare quality amongst men called "common sense" which helped him break complex life-equations down into simple, manageable subsets which he then proceeded to address with courage, practicality and absolute faith. He had suffered tragedy, his lot was not privileged and he had been a household provider from a very young age. That he emerged faithful and believing, tolerant and content and, most of all, happy despite sadness, reveals a deeper understanding of our existence and purpose

on earth than naysayers would give him credit for. His casual dismissiveness of matters that were indisputably central to his life was endearingly self-deprecating but deeply meaningful, for it portrayed the humility that defined him as a person. He would perform namaz and then, having forgotten how many rakaat he had prayed, would pray some more. "Allah knows the count better than I, His UDC will do the math". His reason for strict adherence to namaz was also in character; "The first question Munkir Nakeer will ask me will be about namaz. If I can't get beyond the opening, how will we hold an extended conversation about the rest?" He never missed namaz and prayed his last while lying in bed, immobile and unclean, barely able to raise his hands for takbeer, the morning of his death. I would like to believe that Allah accepted this simple man's devotion and valued it greatly.

There is much my brothers, sister and I received from our father whom we adored. The respect we shall forever retain for the fearless Pakistani soldier, the education we received despite our modest finances and constant postings, the blissful security that he swathed us in as children and, for me more valuable than all, a marriage made in heaven that my father brokered despite my personal misgivings. What I did not inherit from him or from my gorgeous mother were the drop dead good looks that made them so popular as a couple! Ginger hair, grey eyes, a voice to match Mohammad Rafi's and a killer smile that reduced women to jelly – that was my Brad Pitt-plus Dad. He thought I was beautiful, though, and that was enough for me to preen over as a child. Much later in our tragedy-stricken lives, I believe I gifted my father something in return; the capacity and inclination to give back to society his time, money and effort, to believe that community mobilization through organized acts of philanthropy is the need of the hour, to understand as a retired military officer that not all sections of Pakistani society enjoy the privileges that he does and that he can help correct this imbalance through his contribution. Skeptical at first, my father later became the most committed member of RizwanScholars, our humble effort to bring higher education to the underprivileged, and with his characteristic dedication, wit and charm spun life and sustainability into the project. Ever the story teller, his tales now extended beyond the pleasures of a cherished childhood and a flamboyant youth; stories of a different kind of courage, narrated by the many bright young Pakistanis whom he interviewed regularly for scholarship awards, entered his repertoire and became the mainstay of his conversations.

Air Cdre Rais Ahmed Rafi left indelible marks upon the hearts and minds of all who knew him. He served the Pakistan Air Force selflessly, loved his family and friends passionately, and enjoyed life unabashedly. Of the many life-lessons I imbibed from my gallant father, the one that has given me enduring strength is this; "Look life in the eye, lock and hold. You may become tearful, but let her blink first. Then, grin as wide as you can and invite her to a duet". It was the sort of advice he wanted to give to the Pakistani nation, beleaguered and beset with adversity as we are today; be courageous, persevere and forever hold out for happier times. Our life song may be less exuberant than yours Dad, but it is melodious nevertheless, and courageous too. Safe landings!

Appendix E

Excepts from Air Cdre Hatmi's interview (published after the 1965 War)

"It was an exciting morning on the 3 Sep 1965 when the PAF Sabres had their first real aerial combat with the IAF Gnats. I was in the standby hut, awaiting my turn when we got the news that Flt Lt Yusaf and Flg Off Khaliq had engaged six Gnats. I did not hear the account of the fight till after my first mission of the day. However, the real news that got me jumping was that Flt Lt Hakimullah had forced the CO of an IAF Gnat Sqn to land at Pasrur, a disused airfield near Sialkot. There was no way to confirm the news till the Station Commander, Gp Capt MZ Masud called me to his Operations Tent and I was officially told to fly to Pasrur as soon as possible. I was to inspect the aircraft and assess the damage, if any, and to estimate ground equipment that may be required to fly it out of Pasrur. From the air it looked like a big Mela at Pasrur airfield as Wg Cdr Ayaz and I arrived overhead. The IAF Gnat had been switched off at the end of the runway. There were people everywhere and more were coming; they came on foot, bicycles, Tongas, horses, cars and buses; all to see the IAF fighter. We had to buzz the airfield many a time before the crowd gave us enough room to land. It was a touching scene as we parked next to the Gnat. The crowd broke into wild clapping and greeted us with loud cheers of "PAF Zindabad". The Gnat was being guarded by a detachment of Army Jawans. Some Pakistan Army officers met us as we came out of the aircraft. One of the officers gave us a brief account of the morning events. They were in their tented camp when they saw the aircraft, but were not quite sure of its identity till it came in to land. They rushed out to the airfield and got to the pilot as he was stepping down from the cockpit. (I believe the IAF Pilot, Sqn Ldr Brij Pal Singh Sikand, nearly `passed out' when he realised that he had landed inside Pakistan).

On visual inspection of the Gnat, there appeared to be no damage to it and it looked serviceable despite its ill-kept and dirty appearance. With the help of the local police and aviators, I had the aircraft pushed into a patch of tall corn at the end of the runway lest the enemy should try to destroy it from the air. In the meantime, a helicopter landed to pick up Sikand who was till then in Army custody. I met Sikand when he was brought to the airfield. He was a smart Sikh pilot but without the usual long tresses. During our friendly chat, he confessed that he was unsure of his position but the presence of an F-104 overhead had helped him into a quick decision to land at Pasrur. For a pilot, who handed over a perfectly serviceable aircraft to the enemy, he was too cocky. He thought it was a big joke when I told him that I was going to fly the Gnat to our base. According to him, the Gnat was complex and difficult to start let alone to fly. The Army was very helpful and had detailed a party to guard the Gnat for as long as it was required. With their help, we went to work on camouflaging the aircraft. I spent the night at Pasrur.

Early next morning, Wg Cdr Ayaz again flew down to Pasrur to pick me up and I was back with my Sqn at Sargodha to catch up on all the gossip. Gp Capt MZ Masud was very busy when I went to make my report but he found time to listen to me and asked me to wait for further instructions.

I heard nothing more about the Gnat till late in the afternoon on 5 Sep. When I reported to the Operations Tent, Gp Capt FS Hussain was with the Station Commander. This time I was to travel by road to Pasrur and take a ground party with me. When all was set, I was to inform the Station Commander on the telephone. Take Off (T/O) was set for 6 am on the 6 Sep and four Sabres were to escort me back to Sargodha. By the time we collected all the equipment, it was 5 pm and we set out for Pasrur in a 3 ton truck to collect our war-prize. We got to the airfield at about midnight and after a most welcome cup of tea found our way to the aircraft. I must praise here the technicians for their enthusiasm and speed with which they went to work on an entirely new type of aircraft. After a thorough pre-flight check was done, we attempted our first start of the engine to the background music of the heavy artillery guns firing away in the distance. Not knowing the exact air pressure required to turn the starter-turbine, we decided to begin our attempts with 35 PSI. It took us most of the night and nearly one full bottle of compressed air to get our first start at 4:30 am on the morning of 6 Sep.

Sitting in the cockpit for so long was quite comforting to me but there was one mystery I could not solve. Try as I may, I could not find the flap-lever and yet the flaps were down. The Radio could not be checked out. I was fully satisfied with the aircraft and, flaps or no flaps, I was ready to take it home. The OC Maintenance Wing at Sargodha had arranged for some fuel to be delivered at the field and the fuel truck rolled in on the button at 5 am. I left the aircraft in search of a telephone. Just outside the airfield area, I found an Army Field Ambulance Unit that had moved in, the day before. The CO, Col Ghaznavi, very kindly let me use his telephone.

Gp Capt Masud sounded genuinely pleased at our success but was sorry that he could not provide the escort aircraft due to heavy commitments. He asked me to stand by the telephone for further instructions. I spent a most pleasant morning with the officers of the Field, Ambulance Unit, swapping experiences, and war-stories. It was around 11:30 am when the final word came. I was to take off and return alone to Sargodha. What a way to get home: in an enemy aircraft without radio and the war just declared! My only worry was our anti-aircraft guns at Sargodha. For once I had to meet the TOT (Scheduled Time of Arrival) or get shot down by some trigger-happy gunner. Col Ghaznavi came to the airfield to see me off. The start-up was no sweat but the helmet that I had collected off the IAF pilot would not fit me properly. Since time was running out, I decided to fly without one; it was noisy but not unbearable. I posted some men at about 1/3 way down the runway to act as acceleration checkpoint, lined up and ran up the engine all the way to 10,000 rpm. All was well (except that maddening noise) and so I rolled. The speed was increasing and the TGT was OK. However, another glance at the

instrument panel and I froze -8,200 rpm! Plenty but not enough, I practically had to sit on the brakes to stop from going off the runway. As I was taxiing back to the starting point, it dawned on me that I had misread the blessed instrument: it had been 10,200 rpm. Lucky, that I had not bent the machine in panic. My next attempt was fine and at last the mystery of the missing flap-lever was over. Apparently, flaps are connected to the undercarriage and automatically go up or down with the undercarriage. At last, I was on my way home. Flying low and fast, to stay out of trouble, I noticed that the cockpit was getting to be unbearably hot. The perspiration was making me very uncomfortable and kept getting in my eyes. My "friend," the Indian pilot, had left the cockpit air-lever in hot position and I just could not move it at all so I flew low all the way to the base. Except for the sizzling heat in the cockpit, which nearly roasted me, everything went along smoothly. Finally I was overhead my base and, as I looked down, I saw hundreds of PAF personnel coming towards the runway. They had heard about the arrival of the prized trophy. I landed smoothly and came to a halt at the tarmac; and as I came out of the cockpit, my colleagues greeted me with a full-throated `Nara-e-Takbir'. It was a great day for us and the whole Station seemed to be in a festive mood to have this trophy. For me I was happy to have flown that aircraft successfully." The coveted war trophy was later placed in PAF Museum at Faisal Karachi, which reminds the nation about the courage and gallantry of PAF heroes till today.

Appendix F

Copy of Gazette Notification of NH in honour of Plt Off Rashid Minhas (Shaheed)

THE GAZETTE OF PAKISTAN (EXTRAORDINARY)

GOVERNMENT OF PAKISTAN
MINISTRY OF DEFENCE

NOTIFICATION

Rawalpindi, the 30th August 1971.

F. 37/71/D-3(A). The President has been pleased to grant the award of Nishan-i-Haider (Posthumously) to the late Pilot Officer Rashid Minhas (Pak/5602) for conspicuous courage and supreme sacrifice made for the honour of Pakistan on 20th August, 1971.

Sd/xxx (M.K. RAHMAN), CSP
Deputy Secretary, Government of Pakistan

Publish.

Sd/xxx (M S Qureshi,
Section Officer, Govt of Pakista

The Manager,
Printing Corporation of Pakistan Press,
Islamabad

Appendix G

Copy of Letter to Mr Abdul Majeed (Plt Off Rashid's Father) by Air Marshal A. Rahim Khan, C-in-C PAF

"I am writing to you to express my personal sense of loss at the untimely death of your son in a flying accident on 20th Aug, 1971. The manner in which Rashid Minhas conducted himself in an extremely difficult situation is worthy of the highest commendation. It is young men, such as your son, who are entrusted with the noble task of upholding the honour of our nation, and I am sure it will be some solace to you, as it is to me, to know that Rashid Minhas upheld the finest traditions of the Pakistan Air Force, and knowingly sacrificed his life without demur, so that the name of Pakistan be not sullied. In recognition of his valiant conduct, I have recommended an immediate (appropriate) award to him.

I am only too conscious of the magnitude of your bereavement, and the hearts of all officers and men of the Pakistan Air Force go out to you in sympathy. When the full story of the circumstances under which your son gave his life can be told, I have no doubt that here will not be a man or woman in Pakistan who will not say "Marhabah."

"May Allah give you strength to bear this tragic loss and may He grant that exalted place in Heaven to your son which is appointed for those who give their life in His cause. Ameen".

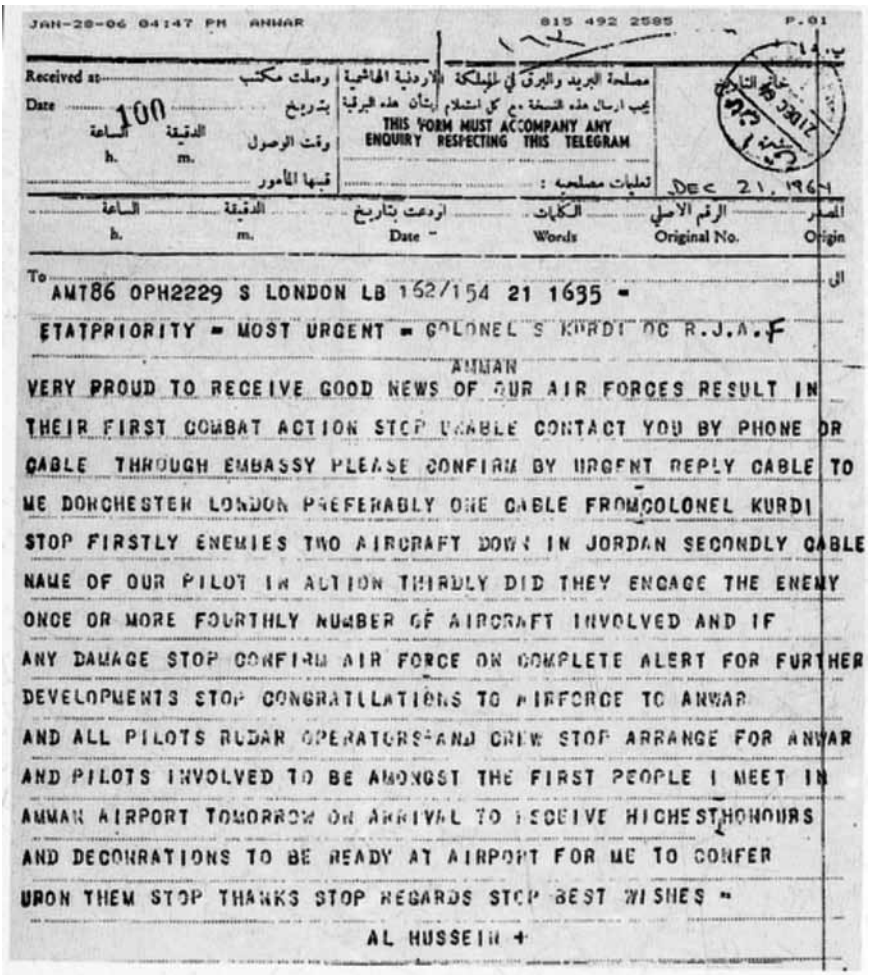
Copy of Letter to Mr Abdul Majeed (Plt Off Rashid's Father) by Air Marshal M. Asghar Khan, Ex C-in-C PAF

"I was very sorry to learn of the incident in which Pilot Officer Rashid Minhas lost his life. His conduct was in keeping with the highest traditions of our Service and I should like to congratulate you and all ranks of Pakistan Air Force on adding yet another chapter of valour to the heroic deeds of the Pakistan Air Force.

"I should also like to request you to please convey to the next of kin of the deceased my sincerest sympathies in their bereavement and my admiration for the high sense of patriotism and sacrifice displayed by the late Pilot Officer Minhas in this incident."

Appendix H

Copy of Telegram by His Excellency King Hussein-I of Jordan



JAN-20-06 04:47 PM ANWAR 815 492 2585 P.01

Received at ... وصلت مكتب
Date ... 100 ... بتاريخ
الساعة h. الدقيقة m. وقت الوصول
قبلها المأمور

مصلحة البريد والبرق في المملكة الأردنية الهاشمية
يجب ارسال هذه النسخة مع كل استفسار بشأن هذه البرقية
THIS FORM MUST ACCOMPANY ANY ENQUIRY RESPECTING THIS TELEGRAM
تعليمات مصلحة :

DEC 21, 1964

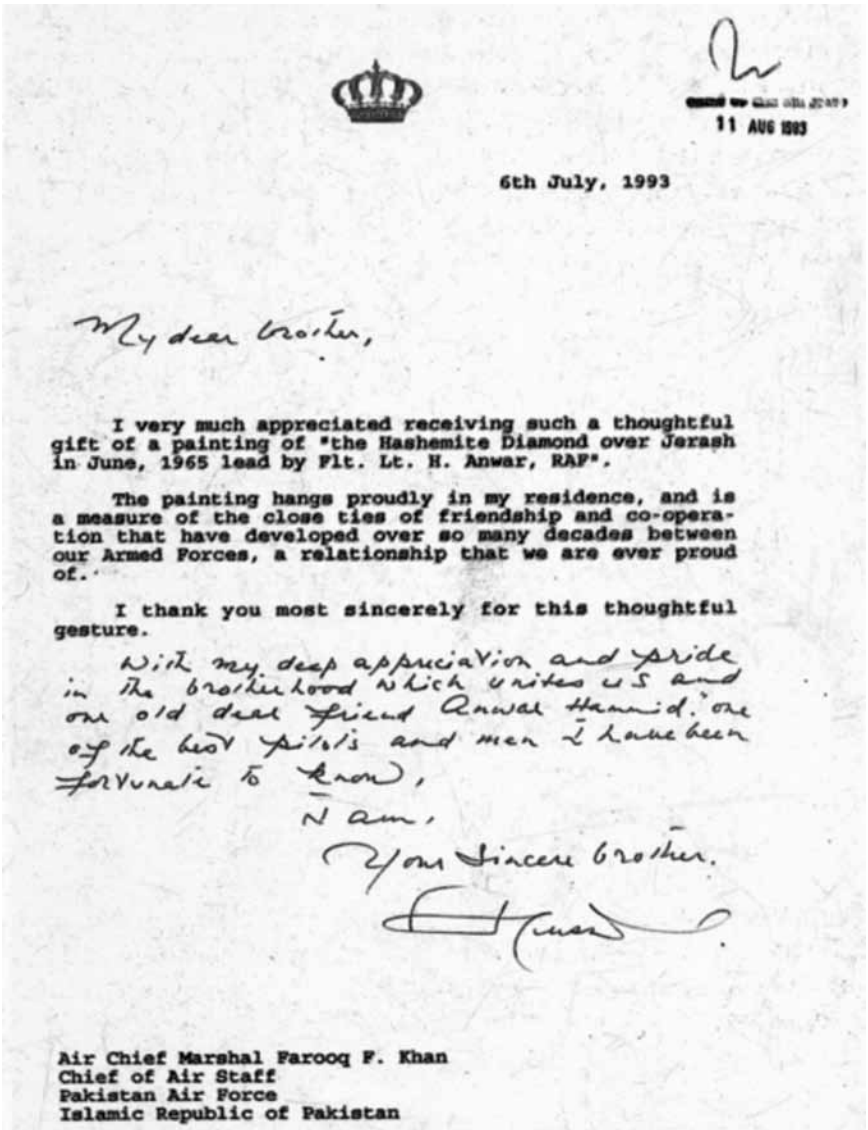
الساعة h. الدقيقة m. اودعت بتاريخ Date الكلمات Words الرقم الاصلي Original No. المصدر Origin

To ... الى
AMT86 OPH2229 S LONDON LB 162/154 21 1635 =
ETATPRIORITY = MOST URGENT = COLONEL S KURDI OC R.J.A.F
AMMAN
VERY PROUD TO RECEIVE GOOD NEWS OF OUR AIR FORCES RESULT IN
THEIR FIRST COMBAT ACTION STOP UNABLE CONTACT YOU BY PHONE OR
CABLE THROUGH EMBASSY PLEASE CONFIRM BY URGENT REPLY CABLE TO
ME DORCHESTER LONDON PREFERABLY ONE CABLE FROMCOLONEL KURDI
STOP FIRSTLY ENEMIES TWO AIRCRAFT DOWN IN JORDAN SECONDLY CABLE
NAME OF OUR PILOT IN ACTION THIRDLY DID THEY ENGAGE THE ENEMY
ONCE OR MORE FOURTHLY NUMBER OF AIRCRAFT INVOLVED AND IF
ANY DAMAGE STOP CONFIRM AIR FORCE ON COMPLETE ALERT FOR FURTHER
DEVELOPMENTS STOP CONGRATULATIONS TO AIRFORCE TO ANWAR
AND ALL PILOTS RADAR OPERATORSAND CREW STOP ARRANGE FOR ANWAR
AND PILOTS INVOLVED TO BE AMONGST THE FIRST PEOPLE I MEET IN
AMMAN AIRPORT TOMORROW ON ARRIVAL TO RECEIVE HIGHESTHONOURS
AND DECORATIONS TO BE READY AT AIRPORT FOR ME TO CONFER
UPON THEM STOP THANKS STOP REGARDS STOP BEST WISHES =
AL HUSSEIN +

TELEGRAM BY HIS MAJESTY KIND HUSSEIN I CONGRATULATING RJAF ON THEIR FIRST SUCCESSFUL AERIAL DOG FIGHT ENCOUNTER WITH ISRAELI AIR FORCE MIRAGES DECEMBER 21ST 1964. TWO MIRAGES WERE SHOT DOWN WITH A THIRD DAMAGED BY RJAF HUNTER AIRCRAFT FIRING GUNS ONLY. EZER WEIZMAN WAS THEN THE COMMANDER OF THE IAF.

Appendix J

Copy of Letter by His Excellency King Hussein I of Jordan to CAS, PAF



11 AUG 1993

6th July, 1993

My dear brother,

I very much appreciated receiving such a thoughtful gift of a painting of "the Hashemite Diamond over Jerash in June, 1965 lead by Flt. Lt. H. Anwar, RAF".

The painting hangs proudly in my residence, and is a measure of the close ties of friendship and co-operation that have developed over so many decades between our Armed Forces, a relationship that we are ever proud of.

I thank you most sincerely for this thoughtful gesture.

With my deep appreciation and pride in the brotherhood which unites us and our old dear friend Anwar Hamid. one of the best pilots and men I have been fortunate to know,

I am,

Your sincere brother.

Hussein

Air Chief Marshal Farooq F. Khan
Chief of Air Staff
Pakistan Air Force
Islamic Republic of Pakistan

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Abbreviations

PAF Ranks

Air Chief Marshal	Air Chf Mshl
Air Marshal	Air Mshl
Air Vice Marshal	AVM
Air Commodore	Air Cdre
Group Captain	Gp Capt
Wing Commander	Wg Cdr
Squadron Leader	Sqn Ldr
Flight Lieutenant	Flt Lt
Flying Officer	Flg Off
Pilot Officer	Plt Off
Master Warrant Officer	MWO
Chief Warrant Officer	CWO
Warrant Officer	WO
Assistant Warrant Officer	AWO
Chief Technician	Chf Tech
Senior Technician	Snr Tech
Corporal Technician	Cpl Tech
Junior Technician	Jnr Tech
Senior Aircraftsman	SAC
Leading Aircraftsman	LAC
Aircraftsman	AC

Gallantry Awards

Nishan-i-Haider	NH
Hilal-i-Jurat	HJ
Sitar-e-Jurat	SJ
Tamgha-e-Jurat	TJ
Sitara-i-Basalat	S Bt
Tamgha-i-Basalat	T Bt
Nishan-i-Imtiaz	NI (M)
Hilal-i-Imtiaz (Military)	HI (M)
Sitara-i-Imtiaz (Military)	SI (M)
Tamgha-i-Imtiaz (Military)	TI (M)
Tamgha-i-Pakistan	T Pk
Hilal-i-Shujaat	H St
Hilal-i-Pakistan	H Pk

Other Common Abbreviations

Assistant Chief of the Air Staff	ACAS
Anti Aircraft Artillery	Ack Ack /ack ack/AAA
Air Defence Alert	ADA

Abu Dhabi Air Force	ADAF
Air Defence Command, Aide-de-Camp	ADC
Above Ground Level	AGL
Air Headquarters	AHQ
Armour Piercing Incendiary	API
Air Traffic Control	ATC
Basic Flying Training	BFT
Civil Aviation Authority	CAA
College of Aeronautical Engineering	CAE
Chief of the Air Staff	CAS
Combat Commander's School	CCS
Commander	Cdr
College of Flying Training	CFT
Commander in Chief	C-in-C
Central Medical Board	CMB
Commanding Officer	CO
Directorate of Air Transport	DAT
Deputy Chief of the Air Staff	DCAS
Fighter Leaders' School	FLS
Flight	Flt
Flight Commander	Flt Cdr
Flight Cadet	FLT CDT
Forward Operating Base	FOB
Ground Combateer	GC
Honorary	Hon
Inter Services Selection Board	ISSB
Mobile Observer Unit	MOU
Northern Air Command	NAC
Officer Commanding	OC
Operations	Ops
Operational Rendezvous Point	ORP
Primary Flying Training	PFT
Royal Australian Air Force	RAAF
Royal Air Force	RAF
Royal Jordanian Air Force	RJAF
Secretariat Trade	Sectt Trade
School of Aeronautics	SOA
School of Electronics	SOE
Squadron	Sqn
Squadron Commander	Sqn Cdr
United States Air Force	USAF
Vice Chief of the Air Staff	VCAS
World War I	WWI
World War II	WWII